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The Daily Press

HONGKONG, FEBRUARY 5TH, 1908.

At the annual meeting of the Manchester Crematorium Ltd., last month, some extraordinary views were expressed by one of the directors, a Mr. FREDERICK SMALLMAN. His colleagues at once issued a letter disclaiming any sympathy with his opinions and few readers will wonder at this when they have digested the following summary of them. Mr. SMALLMAN said that a "movement" if cremation were made compulsory in certain cases. What he called the "movement" was, of course, the unpleasant business from which, presumably, he derives dividends, and his attitude so far is merely that of the gleeful undertaker in a time of pestilence, who rubs his hands at the prospect of brisker trade. He thinks that the sentiment against the crematory method of disposing of corpses would become less strong if the public were habituated to the idea by its compulsory adoption in the case of murderers. So far, Mr. SMALLMAN had not said anything to be ashamed of; there are many people who believe that the living would benefit by the cremation of the dead. Mr. SMALLMAN, however, seems to have plunged straightway into a confluence of two different streams of thought. His professional hopes and his personal antipathies enticed him into the sensationalism with which his colleagues dreaded to be associated. He went on to advocate euthanasia, for all who either deserved or desired it. In the latter case, there is no need to make provision; the means are not difficult to procure, and to offer them

publicly would simply be to multiply hasty decisions and fatal mistakes. In the former case, the difficulty is at once apparent. Who should apportion the deserts of men? Certainly not intemperately antipathetic persons like the director with the appropriate surname. Mr. SMALLMAN went on:

"I would suggest that a lethal chamber should be erected, not only for criminals, but also for all who are useless and worthless, tired of life, and who do not wish to live any longer, and I feel sure that the introduction of a lethal chamber would be a great boon to such."

Mr. SMALLMAN next proceeded to talk about the professional tramp. He would not extend the slightest mercy to the professional tramp, who should be put out of his existence as speedily and painlessly as possible. It is almost surprising that he should have remembered to recommend a painless method, seeing how he regards them—the tramps. We wonder what Mr. SMALLMAN knows about tramps. Had he any acquaintance with them? We doubt it, for he regards the professional variety as the most objectionable, whereas it happens to be the casual type who is the nuisance. During a journalistic investigation in England a dozen years ago, we studied the tramp at close quarters, in the only way possible to do so. It was interesting, if not exactly pleasant; and we mention it only in order to introduce a novel point of view that we thereby secured. It was a professional tramp, a man of intellect, and in his own way a very gentlemanly philosopher, who in conversation with us deplored the foolish indiscretions of those casual loafers who steal chickens and in other ways annoy the public and the police. He regretted these petty crimes and misdemeanours, not on moral grounds, but because they made things uncomfortable for the regular professional nomads who believe in honesty as the best policy. The professional tramp does not pretend to be looking for work. This one did not. He did not pretend either that he was merely a victim to that overpowering instinct for wandering, which the Germans have recognized by giving it a name. He claimed ability to get the bare necessities of life by the exercise of his wits, in various honest ways. He did not disdain luxuries, but he had to work under existing conditions more than he liked, and he found it congenial to dispense with some things rather than to labour for them. His point of view has since been admirably expressed by a newly popular writer called HUBERT BLAND; and expressed in such similar terms as to leave us wondering if perchance the tramp we left lying on the Hog's Back close by Wimbledon has not managed to find congenial employment in literature.

Mr. BLAND writes:

"A certain percentage of us are born with an ingrained preference for the road as compared with the slum or the workshop. The slum has its diversions, the workshop its comforts, the high road its freedom, and the tramp-nature freedom is a fair off-set against the loss of the diversions and the comforts. Man does not take to the road because they like it, but because they prefer it to the only other alternative with which life faces them. Had Sir Walter Raleigh, for instance, (our friend of the Surrey Inn, we remember, cited Raleigh, Drake, Frobenius and Co. as men who would not have made reputable citizens in Whitechapel) been born on one of the lowest social levels, or come to grief in middle life and been compelled to choose between hard and ill-paid work in cities, or no work on the high road, can we doubt what his choice had been? Sir Walter was born a gentleman, bred in the atmosphere of Court and he plundered Spanish galleons. The tramp is born a workman's child, bred in an alley, and he robs hen-roosts. Sir Walter ended his days upon the galleons. The tramp will die in a ditch. Both know the insides of prisons. The spiritual stuff of the pair is pretty much the same. I find it possible to figure to myself Sir Walter Raleigh trading along this road clad in rags and broken boots, carrying all his worldly wealth wrapped up in a unseparable handkerchief, scolding with curled lip the road-menders by the wayside, breaking stones for bread, and determined in his heart that some industrious tradesman or poultry-keeper should provide him his night's refreshment. But for the life of me I can't even picture him rising at daybreak on an autumn morning and setting off for the factory or workshop, there to labour at monotonous toil until nightfall; and proceeding to do the same thing, day in, day out, until the last day of all, the day of the cheap funeral provided by the burial club. And yet the man who does all these dull things is the good and worthy citizen, the intelligent voter upon whom all the hopes of democracy are set, the man we want to encourage, and whose number we want to increase."

After looking up and quoting that interesting passage, we see we must apologise to Mr. BLAND. His peroration proves that it was not he with whom we talked a whole afternoon. Whatever Sir WALTER RALEIGH might have done, the professional tramp will not steal chickens. All he wants is to be let alone, as we understood him; and he knows that Society will not let him alone if he meddles with its property. All he shirks, at some cost to himself of self-denial and discomfort, is the "demonition grind" so vividly described by Mr. BLAND. It is clear that we have no right to loathe him for that; and it is equally clear that he deserves a little more sympathy than Mr. SMALLMAN of Manchester would give him. Just as that gentleman's colleagues hasten-

ed to dissociate themselves from his views, let us try to dissociate ourselves from the unthinking mob that judges and condemns so rashly; let us look always for other points of view before claiming, like CONFUCIUS in his youth, that our opinions are fixed; let us not forget that "nudi alteram partem" is always, even in the most unlikely cases, a good working rule. It is a rule that works both ways, remember. It is conventional to praise unreasoningly as well as to blame, and to praise without examination is as bad as to blame. It is terribly true, and yet terribly necessary, to keep reminding ourselves that "things are not (always) what they seem."

The new King of Portugal was born on November 15th 1889, and is therefore just over eighteen years of age.

Mr. S. M. Colard, of Wisted, Connecticut, has divorced his wife, Emily, aged 72, because she persisted in "flirting."

The Amateur Dramatic Club announces that they will give performances of the comedy "The Liars," on the 20th, 21st, and 22nd inst.

The promoters of the Hong Kong Milling Co. Ltd. are to be congratulated on the rise of 50 per cent. in their shares in the first year's working.

Sportsmen are reminded of the grand boxing contest which takes place in the City Hall this evening. Several bouts have been arranged between American sailors and men from H. M. S. Kent, and some good exhibitions of the manly art are promised.

Torroni Adolfo, a gunner on the Italian cruiser "Vesuvio," was charged before Mr. H. J. Gompertz at the Police Court yesterday on three counts of causing grievous bodily harm to Police Sergeant Cooper and to Myers and Ferrer, two sailors from H. M. S. "Bedford." The hearing of the case was adjourned for a week.

By kind permission of Lt. Col. Price and Officers, the band of the 129th Duke of Cornwall's Own Balaclava will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday (weather permitting):

"Wellington".....Zohle
Overture....."Flute Burechen".....Sappe
Son.....from Henry VIII.....Sullivan
Selection....."Veronique".....Messager
Valse....."Sobre Las Olas".....Rosas
Two Step....."Tons".....Douglas
Selection....."A Country Girl".....Monckton
Gaiety....."Viviani".....Zikoff
God save the King.

Sir Robert Bili, writing in the "Home Messenger," remarks that if a row of telegraph posts, 25,000 miles long, were erected round the earth at the Equator and a wire stretched upon these posts for this circuit of 25,000 miles and that then the wire be wound no fewer than seven times completely about this great globe, we should then find that an electric signal, sent into the wire at one end, would accomplish the seven circuits in one second of time. To telegraph, however, to the nearest star it would take four years before the electricity would reach its destination.

The Duke of Atholl has the unique privilege of possessing a private regiment. Clad in kilts, and carrying the colours presented to the Duke by the late Queen Victoria, the hillmen and stalkers composing the "Atholl Highlanders" form a magnificent spectacle as they march past the castle to the sound of the pipes at the annual September gathering. Among the officers are included Lord Tallibardine and his two brothers, Lord Danmore, Sir Robert Moncrieff, and Sir Alexander Muir MacKenzie. The twelve pipers are very carefully picked men, and are probably the best in Scotland.

The Y. M. C. A. Literary and Debating Society's "Parliament" sat in Committee on Monday evening to consider the Bill to "promote better commercial relations with China." The Opposition had the majority, but without the guidance of their Leader, who was unavoidably absent, failed to make as good use of their position as was possible under the circumstances. They put through several unimportant amendments. On the adjournment of the House only half of the Bill had been discussed. The Government speakers were Messrs. McPherson, Brown and Fuller, and Messrs. Barrington, Edwards, Sutton and Penderbury spoke for the Opposition and Messrs. Gillings and Moore for the Independent Party. At the commencement of the sitting the House passed a vote of sympathy with the Leader of the Opposition in his bereavement of a near relative.

Mr. Francis W. Percival writes from 1, Chesham-street, S.W., expressing the opinion that "Mr. Bomanji's letter, published in The Times of December 27," conveys a timely warning to the directors which they cannot afford to ignore. Mr. Percival says that he could give many instances of the failure of the company to come into line with the views and needs of its best customers, and relates how on arriving last February at Port Said in the steamship "Arabia" on the afternoon of Tuesday morning, for which he had engaged rooms, his party was refused permission to spend the night on board, although one of the ladies was an invalid who could not safely land at night, and was thus put to great inconvenience. Mr. Percival adds that, like Mr. Bomanji, he has no personal feeling against the company by whose boats he has travelled for 30 years and always found clean and comfortable, but is "convinced that the severe competition to which the company is now subjected is largely due to its own unwisdom and to the want of consideration which it often displays to the wishes and requirements of its passengers."

According to a United States Consular report, the latest obtainable figures show that the number of vessels built in Germany in 1906 was 780, of 398,151 registered tons, against 646 of 230,771 registered tons in 1905, and 535 of 287,391 registered tons in 1904. Among the vessels built in 1906 were 14 men-of-war, of 3,831 registered tons. In addition to the foregoing, there were built in foreign countries, on orders for German firms, 119 vessels, of 22,245 registered tons.

The will of the late Lord Kelvin, the famous scientist and inventor, was disclosed last month. The total estate has not yet been lodged, but it is reported to be nearly £1,000,000. Lord Kelvin's will is dated December 8th, 1905. His whole means and estate, including his property of Netherhall, Largs, and his house in London, pass to his widow, Lady Kelvin, absolutely. The executors are Lady Kelvin, Lord Kelvin's nephew and grand-nephew, Dr. J. T. Bottomley, of Glasgow, and Dr. J. Frank Bello ley of Newcastle-on-Tyne, and his solicitor, Mr. Timothy Warren, of Glasgow. The will is entirely in Lord Kelvin's handwriting, and covers about a score of sheets of ordinary private correspondence paper.

The cruise of the American battleship fleet to the Pacific was the principal theme of conversation between the Kaiser and Capt. Howard, the retiring Naval Attaché at the American Embassy in Berlin, on the latter taking leave at the Imperial Palace. The Kaiser considered the manoeuvres over 14,000 miles as the greatest enterprise in the history of any Navy in time of peace, and told Capt. Howard that he and all Germany would watch with intense interest the progress of the fleet, and that the criticisms of American and European naval experts would furnish lessons of immense value to naval authorities by showing how mistakes might be avoided in time of war. He prayed, however, that war would never come.

A correspondent of the "Gaulois" brings back from Kivondy a notice affixed to the walls of his room in a Dawson City hotel. Among other delightful touches the following is to be found: "Travellers are respectfully urged to take certain precautions on such occasions as they find it necessary to exchange revolver shots in the 'salle à manger.' A random shot may injure a servant or some guest of the establishment who is a stranger to the discussion. The above is only equalled by the warning of the proprietor that the administration will take no notice of complaints relative to the hotel employees. He points out that 'all our servants are armed, and guests at the hotel can settle their disputes direct.' Finally the management call the attention of the public to the fact that the hotel being a house of the first order, travellers are expected to conduct themselves as perfect gentlemen and that the proprietor reserves the right to enforce this rule with his gun."

The New York Sun publishes a number of interviews with representatives of firms trading in China and Manchuria. Their unanimous opinion is that the monopoly established by the Japanese in Northern China under the guise of the open door is absolute. It is asserted that as conquerors the Japanese have entered territory which does not belong to them, and exert entire mastery over the trade of the country to the complete exclusion of the trade of other Powers. The conditions, traders recently returning from there declare, are precisely the same as they were before the war, only Japan has exchanged places with Russia. Cases are cited in which American trade has declined 50 per cent. It is alleged that many kinds of discrimination are practised, even to the extent of admitting Japanese goods free while exacting duty from foreigners. According to the article in the Sun, the treatment of British, German, and French merchants is the same as that of Americans.

According to the latest telegraphic intelligence received at Odessa from Tabriz, the organised revolutionaries, Anjuman, and other political malcontents of that populous and thriving Persian centre are all openly dissatisfied with the compromise made between the Medjlis and the Court of Teheran, and they have peremptorily refused in obedience to an instruction from their co-conspirators in the metropolis, to withdraw their public proclamation of the deposition of the Shah. On the contrary, they have renewed the proclamation in more emphatic form, and with the additional and grave impeachment of the legitimacy of the Shah's birth and right of succession. An opinion of observant and well-informed people in Tabriz, the revolutionary propaganda in that city and the atrocities of Northern Persia is not only not subsiding, but is daily acquiring greater force and solidity, and grave developments are anticipated within the next few months. The revolutionary army imports of arms continues and increases.

Heartly congratulations to the fortunate man who sat himself one day last month in the automatic boot-cleaner at Victoria Station! He dropped but a penny in the slot, and he had many shillings worth of cleaning. Three minutes of it would have satisfied him, and he enjoyed two hours. The machine took so congenial a view of its duty that it refused to let the customer go. There in bondage remained the lucky fellow who had discovered that in one place at least London gives more than enough for money. At last he grew tired of the unusual experience and struggled to be free. Porters, policemen, and loungers tried to liberate him. They failed till they had pulled the machine almost to bits. In vain the owner of the boots explained that he wanted to catch a train. In vain he uttered words which seemed to show that he was more than content with his pennyworth. The machine held on while its strength lasted, and relinquished its hold with a groan. What an example for the flesh and blood that ministers to our wants!

Mr. Denman Fuller gave another organ recital at St. John's Cathedral yesterday afternoon, which was very largely attended. The soloists were Mr. S. Moore and Master J. Stuart.

It is announced that a concession belonging to King Leopold at Tientsin has recently been ransacked by a gang of Chinese thieves. The Chinese authorities having refused to punish the thieves, five men of the Belgian guard at Peking have been sent to take charge of the property. The Belgian papers protest against the existence of this concession, which, contrary to the Belgian Constitution has not been submitted to the approval of Parliament. They also protest against the fact that this private concession should cause an intervention of Belgian soldiers. The incident will shortly be dealt with in the Chamber.

Mark Twain was on one occasion on board ship when a collection was made on behalf of the widows and orphans of sailors. The famous humorist, says a writer in an American paper, prefaced the collection with a talk on meanness. "The meanest man I ever knew," he said, "lived in Hannibal. He sold his son-in-law the half of a very fine cow, and then refused to share the milk with the young fellow on the ground that he had only sold him the front half. The son-in-law was also compelled to provide all the cow's fodder and to carry water to her twice a day. Finally the cow butted the old man through a barbed wire fence, and he sued his son-in-law for 50 dollars damages."

KOWLOON PIGEON SHOW.

The annual show of the Kowloon Pigeon Club was held at the Kowloon Hotel Monday and yesterday, when a number of very valuable and pretty birds were exhibited, the list including Pouters, Posters, Jacobins and Owls. Many of the birds, which stood in cages set out on tables sheltered by trees were placed in the show, not for competition, but with the object of increasing interest in the rearing of pigeons. Mr. Logan, the president of the Club, has had a very busy time during the past two days in attending to arrangements, and the duties of Mr. G. W. Kyne as judge were not light ones in deciding which of many excellent exhibits should be awarded the prizes. There was a large number of people at the show yesterday afternoon when the Cameron Highlanders' band attended and played selections of music. The following were the prize winners:—

Class I Thomas Pairs 1st Prize Mr. G. Watson. 2nd Prize Mr. Alves. 3rd Prize Mr. Osborne.

Class II Thomas Pairs Singles 1st Prize Mr. Sargent Wildon.

Class III Thomas Pair, Dragons, 1st Prize Mr. Osborne.

LOCAL SPORT.

INTERPORT FOOTBALL.

UNITED SERVICES BEAT SHANGHAI.

There was another large attendance at Happy Valley yesterday afternoon, when the Shanghai footballers met, and were defeated by a team selected from the United Services. The players were—

United Services: Atkins; Jotham and Clark; Hall; Edmondson, Burdett and Cooper; Phillips, Hunt, Chapman, Payton and MacNeil.

Shanghai: Barrett; Davis and Ollerdesen; Williams, Tyaok and Drew; Cooper, Harris, Winning, Chadwick and Scotland.

Shanghai opened play which for sometime remained in neutral ground. Scotland then obtained possession of the leather on the left wing, and got away, but Jotham crossed him fast, and in defending conceded a corner. This kick was well placed, and Atkins had to run out to clear. Chapman followed with a fine run from midfield, and both Ollerdesen and Davis charged him just as he took a shot at goal, the result being that the ball was turned off its course. Ollerdesen was in much better form than on the previous day, and twice in succession he beat Cooper on the wing. Payton and MacNeil also combined well, their passing being excellent, but Payton's subsequent attempt so met was a very poor one. Steady play followed for a time, until Scotland and Chadwick got away on the left, but the latter's centre was badly taken by Harris and Edmondson relieved the pressure. Chapman made another pretty run along the field, and when closely pressed took a long shot which was cleared by Barrett. When half time was announced there was no score.

Though play had not been fast during the first half as compared with that of the previous day, it steadied down even more in the second half. A striking feature of the game was the pronounced misfiring on the part of Shanghai's backs and halves. Scotland was playing a clever game but he was marked by Burdett who thus prevented this capable wing from showing to the advantage it did in the match against the Hongkong Football Club. The Service man prevented Scotland from getting round to centre, and two or three times he beat the left of Shanghai's quintette for the leather, and passed it well along the field. Cooper, Shanghai's outside right, made several mistakes, particularly when close to goal. One favourable opportunity he had was completely missed; the ball passing far from its intended destination. A splendid pass from Edmondson was taken by Phillips, who was playing a good game on the right. He took it, sent in a pretty centre, and Payton rushing in, gained possession and drove the leather into the net, scoring the one and only goal of the match. In his rush after the ball, however, he collided rather heavily with a Shanghai player, and both men were placed hors de combat for a time. From this on to the finish the game was fairly even, the advantage, if any, being with the Service players.

Final: United Services, 1 goal; Shanghai, 0.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE CRISIS IN PORTUGAL.

LONDON, February 4th.

Senhor Franco, the Prime Minister, has resigned, and a coalition Monarchical Ministry is in course of formation. The situation is now quiet.

[REUTERS' SERVICE.]

GERMANY.

LONDON, February 1st.

The Kaiser, in a proclamation to the people, on the occasion of his birthday hopes that God will continue to guide the nation in the path of peace.

LATE KING CARLOS'S PLANS.

Melancholy interest attaches to the following message dated Lisbon, December, 29:—

King Carlos has received a telegram from the President of the Brazilian Republic, in which the President hopes that the state of affairs existing in Portugal will not cause a postponement of his visit to the Brazil.

The telegram adds that preparations for His Majesty's reception have been prepared on a magnificent scale and that a new jewelled crown, costing over £100,000, will be presented to His Majesty.

King Carlos has sent a telegram in reply, in which he states he "will not fail" to keep his promised visit, and that he leaves Portugal in the latter half of May.

HONGKONG LEGISLATIVE COUNCIL.

In Legislative Council on Thursday the Hon. Mr. E. Osborne will ask the following questions:—

(1) Will the Government cause to be published, a report concerning the Canton-Kowloon Railway (British Section) covering the period from the inception of the scheme to 31st December, 1907, giving the original and amended estimates of cost and such other details of finance, route, control, &c., &c., as may with propriety be made public?

(2) Will the Government state whether the contractors for the Law Courts and Post Office are free to push on with the work as they please; or are they instructed to keep within the limit of expenditure voted in the Estimates?

(3) Will the Government state (a) The terms of Sang Lee's tenancy of the ground used as a builder's yard adjoining the statue of His Majesty the King? (b) Is this yard used in connection with work on public buildings? Will the Government cause this land to be laid out as a public garden, as soon as Sang Lee's occupation of it can be determined?

The Hon. Mr. H. E. Pollock will ask: Will the Government lay upon the table all the papers connected with the proposals which have been made with a view to improve the system of enforcing judgments of the Supreme Court of this Colony in China and Malacca?

The Hon. Attorney General will move the second reading of the Bill entitled An Ordinance to amend the Chinese Emigration Ordinance, 1889; the second reading of the Bill entitled An Ordinance to facilitate the admission in evidence of statutes passed by the Legislatures of British possessions and British protectorates, including Cyprus; and the second reading of the Bill entitled An Ordinance to authorize the removal of Fire Insurance Companies from the Register of Companies in certain cases.

BRITISH INDIANS IN THE TRANSVAAL.

Sir Mancherjee Bhownagree, in a conversation with a representative of Reuters' Agency on the Immigration Restriction Act in the Transvaal, said:—"At the present moment, with the situation in India what it is, I regard the legislation as a calamity. It will be used as a handle to show that the British Government is neither able nor willing to protect its own subjects, even in its own colonies. The position of the Indian is much worse than that of the Japanese, for Japan has a strong diplomatic action from which India is barred. When I was in Parliament I devoted much time to ventilating this question. I was always persuaded that Ministers, from Mr. Chamberlain downwards, looked upon the whole question from the first with very great disapproval and irritation, but that they were more or less helpless, owing to what they thought was strong local feeling in Africa. All along the line things have gone from bad to worse. This legislation is one of the utterly unjustifiable and idiotic things done in the name of the Imperial Government, which even the most ardent friend of British rule in India cannot possibly justify, and which has shaken, and will further shake, the loyalty of the Indian people and their confidence in the desire or power of the Imperial Government or the British Crown to protect them against injustice. I am not surprised at the Transvaal passing such a piece of legislation, but I should have thought that the Imperial Government when and while granting self-government would have warned the Transvaal against perpetrating such folly. I am surprised not only that the Imperial Government has not done so, but has readily assented to the law. Of course things will not rest here. We shall fight in the interest of the British Government, because if we throw up the fight and tell the people of India that there is nothing to be hoped for from the British Government on the score of justice, the delivery of such a dangerous message would render the situation desperate indeed. If it were a question of these Asiatics injuring a single Englishman I would be the first to assent to measures framed to prevent such injury, but this is not the case. The whole legislation proceeds from mere race prejudice, and is prompted not so much by Englishmen as by Continental low-class settlers who are not British subjects."

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on January 4th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Dr. H. Macfarlane (Assistant Medical Officer of Health), Hon. Mr. A. W. Brown (Registrar-General), Captain Lyons, (Captain Superintendent of Police), Colonel Martin, R.A.M.C., Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. H. Humphreys, and Mr. G. A. Woodcock, secretary.

WATER TANKS.

The report of the committee appointed to consider the tank question was as follows:—We consider it advisable that every facility should be afforded to occupiers who wish to have tanks or cisterns on their premises.

(1) To enable them to store sufficient water in the dry season to thoroughly cleanse their premises which the intermittent system, particularly on the rider main districts, does not admit of.

(2) And to enable them to readily obtain water in case of fire which, if taken in the incipient stage, may prevent wholesale destruction of house property, and possibly life.

(b) It should be optional for the owner to build the tank of brick and cement to the satisfaction of the Building Authority, as iron corrodes, and if it is built in a yard, and thereby contravenes section 175 of the Public Health and Buildings Ordinance, it should be lawful for the Board to grant exemption.

(c) This is governed by the first mentioned regulation.

(d) Each cistern or tank should be cleaned quarterly—lime-washing not required.

This report was agreed to by Messrs. SHELTON HOOPER and LAU CHU-TAI, but the PRESIDENT, who was also a member of the committee, wished to add the following proviso—"I think for domestic purposes iron tanks are preferable."

The REGISTRAR-GENERAL-He said that the size of tanks should be limited in order to prevent one flat storing water at the expense of another during the intermittent season, and ground floors depriving the upper floors of a fair share of water.

The SECRETARY stated that there was a regulation which said the capacity must not exceed 100 gallons for domestic supply.

The PRESIDENT moved that the report be adopted and forwarded to the Government.

Mr. HOOPER—There is a minority report as well. There is a rider by yourself with which we did not agree. I believe the whole thing should go to the Government.

The PRESIDENT—I will move that the report be forwarded to the Government.

The REGISTRAR-GENERAL—Are we going to express an opinion on it?

The PRESIDENT—That is for members to say.

The REGISTRAR-GENERAL—I think we ought to say whether we are in favour of it or not. The Government is not asking for the opinion of the committee, but for the opinion of the Board itself. Someone ought to move the adoption of the report.

Mr. HOOPER—I am quite prepared to move the adoption of the report, but I thought it might come better from another member of the Board who was not on the committee.

The REGISTRAR-GENERAL—You are not in favour of the proviso?

Mr. HOOPER—No.

CAPTAIN LYONS seconded the motion, which was agreed to.

THE TUNG WAI HOSPITAL.

Mr. E. M. Haselard, architect, wrote to the Board as follows:—With reference to your notice of the 23rd ult. calling upon the Tung Wai Hospital to open out on each story one half of the entire space intervening between the principal room and the main back wall I have the honour to submit a tracing showing these premises, and beg to point out that the upper floors are provided with the required open space at the rear, and as the ground floor is used as a shop I trust that exemption from opening up the kitchen may be granted in this case.

The MEDICAL OFFICER OF HEALTH—The place is fairly well lit, and there is a ventilating lane in the rear of the first floor. I recommend exemption on condition that no cooking is done on the ground floor, which is a basement, and that the drain is removed from the basement, as its presence there is a menace to health, and moreover contrary to the provisions of No. 19 of the Drainage By-laws.

The REGISTRAR-GENERAL—What is the objection to allowing cooking?

The PRESIDENT moved that exemption be granted on the condition suggested by the Medical Officer of Health.

Hon. Mr. HEWETT seconded, and the motion was agreed to.

A TECHNICAL CONTRAVENTION.

Messrs. Leigh and Orange wrote enclosing a tracing for the erection of a bridge over the lane between King's Building and York Building, and applied for a modification of the requirements of section 175 of the Public Health and Buildings Ordinance to enable them to erect it.

The DIRECTOR OF PUBLIC WORKS wrote stating that he saw no objection to this proposal. It was, however, a technical contravention of section 175 of Ordinance of 1903, therefore he wished it submitted to the Board for their consideration.

The application was granted on the motion of the VICE-PRESIDENT seconded by the PRESIDENT.

CHINESE CHRISTIAN CEMETERY.

The SECRETARY wrote—In January 1905 the hill immediately to the east of Kowloon Tong village, and a little to the north of the boarding line, was selected by a committee as a most suitable site for a Colonial Cemetery in Kowloon. This site was recommended by the Board in March 1905. In reply the Board was informed that "It is a little premature to ear-

mark so big an area at Kowloon at the present time." In August 1906 the Board requested the Government to reconsider its decision in connection with this matter. In reply the Board was informed that it was not possible to make provision in the 1907 estimates for the heavy expenditure which would be involved in the formation of a cemetery at Kowloon to correspond to the one at Happy Valley, and that the necessity for such a cemetery was not being overlooked in the plans for the laying out of Kowloon.

The REGISTRAR-GENERAL—I think the question of opening cemeteries on the Kowloon side of the harbour for Europeans and for Chinese Christians might be reconsidered by the Board now.

Mr. HOOPER—I agree with the Registrar-General.

The DIRECTOR OF PUBLIC WORKS—A cemetery for Christian Chinese has been arranged for.

The VICE-PRESIDENT—The cemetery referred to for Christian Chinese is in close proximity to Kowloon Tong village.

The REGISTRAR-GENERAL—I have application originally made was on behalf of Europeans. I think we ought to invite the attention of the Government to it again. There is no reason why we should lay out a site like the Happy Valley site.

Hon. Mr. HEWETT—I think myself we should mark out a big site, because there will be a bigger population over there than here in 20 years' time.

The REGISTRAR-GENERAL—I move that the attention of the Government be invited to the necessity of providing a suitable area to meet all possible requirements at Kowloon.

Hon. Mr. HEWETT seconded, and the motion was carried.

SLAUGHTER HOUSE FEES.

Correspondence was submitted relative to the fees to be charged for the slaughtering of animals in the villages of Shaukiwan, Kang Ngam, Tsat Tai, Mei, Shek O and Hok Tei.

The REGISTRAR-GENERAL—Are Test-Tam-Mui, Shek O and Hok Tei included? A Hok Tei and Shek O man can hardly be expected to take his pig to Shaukiwan to be slaughtered.

The SECRETARY—The contract is for the sole privilege of slaughtering animals within any part of the Colony other than the city of Victoria, and other than those portions in the New Territories which are not included in New Kowloon. The contractor, under No. 2 of the Slaughterhouse By-laws is entitled to charge a fee of 20 cents for cattle, swine, sheep and goats weighing under a picul, and 40 cents for animals weighing more than a picul. Under section 62 all cattle, swine, sheep and goats must be slaughtered and dressed within a slaughterhouse appointed for that purpose under the Public Health and Building Ordinance, 1903. The contract is a yearly one.

The REGISTRAR-GENERAL—I should like this to go before the Board. Unless the number of slaughterhouses is increased, the contract will have to be altered next year. This is another instance of this order drafted to meet the circumstances of the city, being applied to country districts and proving quite unsuitable.

If section 62 is to be rigorously applied, section 58, "the provision of a sufficient number of fit and proper slaughter houses," must be carried out.

The SECRETARY informed the Board that similar terms had been in force for a number of years, and the contractor had never before insisted on these payments. He understood that the contractor did not want the people to go to the slaughter houses, but to pay a fee.

Strictly speaking, according to the terms of his contract he was entitled to such fee.

The REGISTRAR-GENERAL—Can we make him provide slaughter houses in these villages?

The MEDICAL OFFICER OF HEALTH—There are appointed slaughter houses.

The REGISTRAR-GENERAL—We should tell him to start slaughter houses in each of these villages.

Hon. Mr. HEWETT—He is not suffering any hardship by not getting these fees?

The SECRETARY—No.

Hon. Mr. HEWETT—He signed the contract with his eyes open?

The SECRETARY—Yes, and I rather think he did it with the object of raising this question as soon as the contract was signed.

The REGISTRAR-GENERAL—We should just leave the matter as it is.

The PRESIDENT—It's a case of spite I think. Hon. Mr. HEWETT—It's a squeal.

The contractor's application was laid on the table.

MORTALITY STATISTICS.

Based on a death rate per 1000 per annum, the mortality statistics for the whole Colony during the week ended 14th January was 21.6, while for the week ended 18th January it was 17.5, as against 18.3 for the corresponding week last year.

SUPREME COURT.

Tuesday, February 4th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. A. G. WISS (PUNISH JUDGE).

AN INCONSOLEABLE DEBTOR.

Action was brought by Lai Chan-po to recover from Lai Wai him the sum of \$920.75 due for goods sold and delivered, and for moneys paid and advanced. Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the plaintiff. The defendant appeared in custody, wept considerably, and was not represented by counsel.

Defendant admitted to his Lordship that he owed the money, but said he had no means to pay it.

His Lordship—There is no necessity to cry about it. Since you got the goods without the money to pay, you have got to suffer.

Defendant—My uncle promised to send the money to me, but he has not done so.

His Lordship—Judgment and costs for plaintiff.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-fifth report of the Court of Directors to the ordinary half-yearly general meeting of Shareholders to be held at the City Hall, Hongkong, on Saturday, February, 15th reads as follows:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation. Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1907.

The net profits for that period, including \$1,797,167.54, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$4,942,974.06.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund with the addition from the premium on the new shares, will then stand at \$13,500,000.

After making this transfer and deducting remuneration to Directors there remains for appropriation \$4,442,974.06, out of which the Directors recommend the payment of a dividend of two pounds sterling per share on the old shares, and a proportional dividend, or one pound and ten shillings sterling per share on the new shares, viz., \$420,000, which at 1/2% the rate of the day, will absorb \$2,427,556.21.

The balance \$2,000,387.85 to be carried to new profit and loss account.

CAPITAL.—The shares of the new issue have all been allotted and paid for in full: the capital now stands at \$15,000,000, and from the premium on the new shares the sterling reserve fund has been increased by \$500,000 and the Silver Reserve Fund by \$1,500,000.

DIRECTORS.—The Honorable Mr. H. Kowick has been elected Chairman for the year 1908, and Mr. E. Goss, Deputy Chairman.

Mr. A. Haupt, having resigned his seat on leaving the Colony, Mr. G. Friedland has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. G. H. McDermott, Mr. C. H. Lennox and Mr. H. B. Tomkins retire in rotation, but being eligible for re-election, offer themselves accordingly.

AUDITORS.—The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood who offer themselves for re-election.

G. H. MEDHURST, Chairman.

Hongkong, 4th February, 1908.

ABSTRACT OF ASSETS AND LIABILITIES.

31st December, 1907.

LIABILITIES.

Paid-up capital 15,000,000.00

Reserve fund 1,500,000.00

Marine insurance account 250,000.00

Notes in circulation 250,000.00

Authorized issue against securities and coin deposited with the Crown 15,000,000.00

Additional issue authorized by Hongkong Ordinances against coin lodged with the Hongkong Government 711,147.00

Current accounts—

Silver 77,411,628.55

Gold 47,545,722.37

Fixed deposits—

Silver 350,079,004.30

Gold 44,316,415.54

Bills payable (including drafts on London Bankers, call loans and short sight drawings on London office against bills receivable and bullion shipments) 11,475,738.32

Profit and loss account—

Carried forward 4,942,974.06

Liability on bills of Exchange—

Carried forward 2,427,556.21

24,223,733.85

Assets—

Cash 40,508,887.37

Coins held with the Hongkong Government against authorized and for excess note circulation 10,000,000.00

Bullion in hand and in transit 2,431,765.92

Indian Government Rupee paper 2,615,891.54

Consols, Colonial and other securities 6,403,912.25

Sterling reserve fund investments, 21,268,000.25 per cent. Consols at 92 2,200,000.00

(of which 2,200,000.00 lodged with the Bank of England as Special London Reserve)

\$455,900.00 1 per cent. National War Loan at 90 220,000.00

\$235,000.00 other Sterling Securities written down 270,244.00

21,500,000.00

15,000,000.00

10,000,000.00

1,185,165.78

1,185,165.78

1,792,394.29

\$200,457,070.90

GENERAL PROFIT AND LOSS ACCOUNT.

Dr. To amounts written off 15,000.00

Remuneration to Directors 15,000.00

To dividend account—

25 per share on 90,000 shares \$180,000.00

Proportionate dividend, or 21/100, per share on 40,000 shares, new issue 8,400.00

HAMBURG.

(FROM OUR CORRESPONDENT.)

January 3rd.

At the annual meeting of the "Hamburger Kaufmann"—the association of the merchants, bankers, shipowners &c. of Hamburg—held, as usual on the last day of the year, the Chamber of Commerce submitted their report for 1907, in which they say that the high tide of prosperity they had been able to signalize a year ago very soon afterwards showed unmistakable signs of receding.

Whereas, money in the spring months is wont to become easier, this has not been the case in the early part of the year under review, a renewed demand of an extensive character having sprung up, owing in a great measure to the requirements of speculation who with the object of preventing a rapid decline in the prices of copper, coffee and other articles in which there had been considerable over-production commenced storing the supplies they held. At the same time a steady advance in cereals took place in consequence of a largely increased demand for home consumption in the United States and the disappointing yield of the harvest in Argentina, so that the maximum import duty fixed by the new German tariff came into operation. Fertilizers, especially nitrate of soda, continued to rule high, but the prices of most other articles began to give way towards the end of the first half year, those of copper, spelter, jute, hides, india rubber &c. and nearly all securities declined more slowly but without intermission whilst most of the industries, particularly those protected by combine, and the regular steamer lines with a faithful clientele have been less affected by the retrograde movement. The textile industries and the shipbuilding trade report favourably of the past year but will have now to face a much reduced demand, which will be felt all the more severely as during the recent period of unparalleled activity wages have advanced considerably whilst working hours have been shortened, the high prices of coal and bread are likewise adverse factors.

AMERICAN OVER-PRODUCTION.

The United States, where over-production had been most rampant, were the first to suffer; over-capitalized undertakings collapsed and a serious financial crisis, extending all over the country, followed, the effects of which were felt in all the markets of the world. The spirit of enterprise received a check and owing to the failure of several firms in the city, who had hitherto been looked upon as beyond doubt credits generally were curtailed. The distrust caused by these failures seems hardly justified however, as the downfall of the firms in question was in nearly every case due, not to the crisis, which may have hastened the disaster, but to previous recklessness and mismanagement. There is reason to hope therefore that the occurrences here have been but the reflection of the thunderstorm that has burst over the United States, all the more as the state of trade in this country appears to be perfectly sound. Should the number of drafts in circulation be materially reduced in consequence of the reserve imposed upon merchants by the American crisis and of a lower range of prices, it would be a matter for congratulation, as the surest means of restoring confidence. How for the tension in the money market has gone is best illustrated by the fact that corporations of small towns, not being able to place fresh loans, have been obliged to draw bills for their immediate requirements. I may mention in parentheses that the town of Dortmund has quite recently raised a loan on uninsured municipal stock with the Reichsbank at 8 1/2 per cent. interest. It would be well therefore if municipalities would in future act with greater reserve and refrain from spending money on improvements which do not promise an immediate return.

DISCOUNT.

The rate of discount at the end of the year is an unusually high one; it has ruled much about that of the previous one all through the past twelve months, the Imperial Bank having in self-defence been obliged to keep its official rate 1 1/2 per cent. above that of the Bank of England; strange to say however the private rate of discount has on several occasions been below that in the London market. If rates in France have been comparatively low all the time it is owing probably not so much to the system pursued by the Bank of charging a premium on gold, as to the fact that the commercial development of the country has remained behind that of England and Germany and that consequently less capital has been required. Under the circumstances the issue of loans in the German markets, after various 4 per cent. state and municipal loans had been provided for in the first half of the year, has come to a standstill. The emission of treasury bills at short dates has also tended to increase the demand for money.

SHIPPING.

The overseas shipping trade has had to contend with serious and protracted labour troubles which have not only added materially to the working expenses but have in many instances proved detrimental to the prompt and careful performance of the work in hand. The unusually high price of coal has also acted adversely. The heavy traffic during the greater part of the year has however afforded an equivalent to the regular lines of steamers, 80 per cent of the tonnage of which belong to the Hamburg America Line—429 steamers of together 1,511,925 tons out of a total of 682 steamers of together 1,874,448 tons—so that the results of the past twelve months appear on the whole satisfactory. Most of the companies being in a strong position financially, a period of general slackness, such as has set in at present, will not affect them sensibly. Owing to the large number of emigrants from Russia, Australia

KING EDWARD VII LIQUEUR WHISKY, WHITE LABEL.

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Hungary, and other countries passing through Hamburg last spring the passenger traffic has been brisker than in any previous year whilst the number of emigrants returning from the United States in the autumn months rose to figures never known before. The competition of the direct lines established between the Russian and American ports has therefore hardly been felt.

TRAMPS.

Tramp steamers also have done better than for some time, in spite of increased working expenses, as freights have ruled high, during the first ten months of the year at any rate, and as there has been a constant demand for additional tonnage on the part of the regular lines.

The Baltic lines, owing to the strong demand for British coal on the Continent, found full and remunerative employment not only to the Baltic ports but to those on the North Sea as well. The Baltic and White Sea conference which met last October will probably have a stimulating effect on freights, its chief object however, was besides a revision of some of the clauses in the charter agreed upon, the adoption of certain new ones for the protection of shipowners in case of labour disturbances.

Freights for sailing vessels have likewise been depressed than during previous years and owners will be able to look back with a certain amount of satisfaction on the business of the last twelve months, after a long period of unprofitable trading, although increased working expenses, strikes, and delays in the handling of cargoes in Central and South American ports owing to the imperfect arrangements there, may have impaired the profits. There has been throughout a brisk demand for sailing craft for the shipment of coal, chiefly for Chili, and rates have advanced in consequence, but the increased number of vessels seeking return freights out there have caused home-rates to decline to such an extent that the International Union of Sailingship Owners have felt obliged to suspend the rule fixing a minimum rate for nitrate of soda. Many owners in the expectation of better freights to be obtained there have ordered their vessels in ballast to Australia and ports on the North Pacific coast. Sailing ships are however being superseded more and more by steamers and many of them are being sold to Norway and Italy, where, in the absence of onerous board of trade regulations, they stand a better chance of being worked to a profit. This is much to be deplored however as sailing vessels afford the best training for sailors and officers.

SUBSIDIES.

Regret is expressed at the growing tendency of foreign governments to subsidize, in some form or other, national steamer lines, the Chamber being of opinion that the system tends to create an unhealthy state of affairs, for which reason German companies have on principle declined any subsidies in that direction made by the imperial authorities.

LOADLINES.

Referring to the recent legislation in Great Britain, France and other countries, requiring foreign vessels loading in their ports to conform to the regulations laid down for their own mercantile marines and in many instances imposing restrictions of a protective nature, the Chamber holds that it falls little short of an interference with the sovereign rights of other countries and that such enactments cannot fail to provoke retaliatory measures which would not only hamper the free development of the international shipping trade, but might eventually bring it to a standstill. The Chamber arrived at this conclusion after a long and thorough consideration of the matter through the instrumentality of Mr. Lloyd George is therefore warmly welcomed, and a hope is expressed that the imperial government may succeed in solving the difficulty by similar agreements with the other states.

WEARPAGE.

Owing to the enormous expansion of trade the accommodation and the appliances for working cargoes in many foreign ports have become wholly insufficient, this is more particularly the case, as already stated, in most of the South and Central American ports, but some of the coal ports in Great Britain leave much to be desired on that score as well, as does also that of Boulogne in France. The necessity of improvements in that respect is pretty generally recognised and steps are being taken nearly everywhere for bringing the accommodation and the plant up to date. The Dutch ports, the more immediately near of Hamburg, are making strenuous efforts in that direction and in Antwerp two new docks have been opened in the course of the past year, plans for a further extension being under consideration.

In Havre a scheme for the enlargement of the harbour is now being worked out, the cost of which is estimated at 85 million francs. As to Hamburg itself the report merely repeats what I have already stated in one of my former letters, to wit, that this will not suffice and that in view of the fact increasing traffic new docks are urgently needed; it is suggested that the authorities should at once secure the option of such sites as may be wanted later on for further extensions.

The strikes of the dock labourers and seamen are dealt upon at some length, but I omit this part of the report, having at the time gone fully into the matter. I also skip what is said about the river traffic for want of time, but hope to be able to give a summary of the passenger referring to the trade with the East next week.

ROBINSON PIANO CO. LTD.

THE

PIANOS

TUNED AND REPAIRED

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MODERATE CHARGE.

Hongkong, 8th January, 1908.

THE P. & O. COMPANY AND ITS JAPANESE COMPETITORS.

A letter in the Times says:—The chairman of the P. & O. Company will doubtless respond—and that with an offset which his intimate knowledge of the conditions enables him to do more forcibly than any other disputant—to the attacks of Mr. Bomanji on the great steamship company of London and India. But there is one point in the last paragraph of Mr. Bomanji's letter which I venture to think proves that this gentleman is hardly qualified to be taken seriously in regard to shipping matters. Having spoken of the fact that the Bombay trade

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

NOTICE.

M. R. GUSTAV HINDER having resigned, ceased to sign our Firm's name for publication on the 1st inst.

We have this Day authorized Mr. WILHELM SCHUECHNER, and Mr. FRIEDRICH WILHELM PFAYF to sign our Firm's name for publication.

CARLOWITZ & CO.
Hongkong, China 1st Febr., 1906.

WANTED.

A COMPETENT TYPIST and SHORT HAND CLERK. "Box 600".
Apply by letter to "Daily Press" Office.
Hongkong, 5th February, 1906. 310

TO LET.

L. A. HACIENDA, East, Mount Kellie, The Peak, unfurnished, from the middle of end of April next. For particulars apply to the undersigned.

C. H. GRACE,
Care of Secretary's Office,
Hongkong Club.
Hongkong, 5th February, 1906. 311

TO LET.

FROM 15th February, "FAIRVIEW," No. 1, ROBINSON ROAD, splendid situation, with fine view of harbour; Six Big Rooms—Apply to L. B. GRACE,
Care of "Daily Press" Office.
Hongkong, 5th February 1906. 312

JURORS LIST, 1906.

SUPREME COURT.

IT IS HEREBY NOTIFIED that pursuant to the provisions of the JURY COMPENSATION ORDINANCE, 1887, I have this day caused to be posted at the Chief Clerk's Office, a List of all persons ascertained by me to be liable to serve as JURORS.

The said List will remain so posted until the 15th proximo, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SEH,
Registrar.
Hongkong, 31st January, 1906. 313

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel Macao, on TUESDAY, the 25th February at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th inst., both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong 5th February 1906. 314

HONGKONG CLUB.

THEATRE ROYAL, CITY HALL.

THE HONGKONG MATHEMATICAL CLUB.

WILL PRESENT "THE LIARS"

An Original Comedy, in Four Acts, By HENRY ARTHUR JONES

ON THURSDAY ... 20th February

FRIDAY ... 21st February

SATURDAY ... 22nd February

Doors open at 8.30 p.m. Performance at 9 p.m.

Prices \$3, \$4 and \$5.

Sailors and Soldiers in uniform Half-price to Fit Students and Bookers Office at The ROBINSON PIANO CO. open on MONDAY 10th February, 1906 at 10 a.m.

Hongkong, 4th February, 1906. 315

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"THILATJAP,"

Captain van Emmerick, will be despatched for the above Ports on SATURDAY, the 8th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 5th February, 1906. 316

THE Steamship

"JAPAN,"

Captain J. G. Offert, will be despatched for the above Ports on SATURDAY, the 8th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

NEW ADVERTISEMENTS

POSTONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAICHING,"

Capt. A. E. Hodgins, will be despatched for the above Ports on THURSDAY, the 8th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LARPAIK & Co., General Managers.

Hongkong, 4th February, 1906. 307

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASLETA,"

Captain Ha so, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge, will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Agents.

Hongkong, 4th February, 1906. 308

NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 a.m.

All claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & CO., Agents.

Hongkong, 4th February, 1906. 309

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th February, 1906. 310

NOW READY.

MAIL TABLES FOR 1906.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office Hongkong, 17th January, 1906. 215

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲子

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TONG CHI TO THE 39TH YEAR OF KWONG SUN.

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The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

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BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1905. With Index. Price \$1.50.

On sale at the "HONGKONG DAILY PRESS" Office.

NOTICES OF FIRMS

OSAKA SHOSEN KAISHA.

HONGKONG OFFICE.

NOTICE IS HEREBY GIVEN that during the temporary absence from the Colony of the Undersigned Mr. SHINICHI HACHIMOTO will assume charge of this Office.

T. ARIMA, Manager.

Hongkong, 1st February, 1906. 208

NOTICE.

WE have this day admitted Mr. GEORGE EDWARD MORRELL into Partnership with us and the Firm's Business will from this Date be carried on under the Firm name of GOLDRING, BARLOW AND MORRELL.

GOLDRING & BARLOW, Hongkong, 1st February, 1906. 294

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE Secretaryship of the CHAMBER is taken over by Mr. E. A. M. WILLIAMS from this date.

EDBERT A. HEWETT, Chairman.

Hongkong, 1st February, 1906. 295

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 15th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1905.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1906. 282

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February, 1906 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1906. 283

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Office, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 3rd January, 1906. 289

WANTED.

WANTED AT ONCE, for Shanghai by large Company, Competent Male STENOGRAPHER and TYPIST. State Age, Experience and Salary required.

"MERCANTILE," Care of "Daily Press" Office.

Hongkong, 1st February, 1906. 297

WANTED.

POSITION in Mercantile Firm by Young Man just out from Home. Perfect knowledge of English and German; good knowledge of French and general reputation of Office Work.

Apply to—Box 223, Care of "Daily Press" Office.

Hongkong, 23rd January, 1906. 250

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 23rd February 1906, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1906 to the 1st April, 1907, with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order, C. H. GRACE, Secretary.

Hongkong, 27th January, 1906. 255

AUCTION.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of February, 1906, at 3 p.m., at the Office of the Public Auction Department, by Order of His Excellency the GOVERNOR of One Lot of CROWN LAND adjoining Shaukiwan Inland Lot No. 410 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

304

PARTICULARS OF THE LOT.

| No. of the Lot | Locality | Boundary Measurements | Contiguous Area | Area of the Lot | Upset Price |
|----------------|------------------------------|-----------------------|-----------------|-----------------|-------------|
| 410 | Shaukiwan Inland Lot No. 410 | As per plan | about 1,000 | 18 | 1,344 |

INTIMATIONS

NOTIFICATION.

IT IS HEREBY NOTIFIED that applications are invited for the Appointment of a FEMALE PROBATIONER NURSE, which will be vacant on the 1st of APRIL next, in the Medical Department.

Applications in the handwriting of the applicants with Certificates of Character, etc., should be forwarded to the Principal Civil Medical Officer, at the Civil Hospital, not later than Noon of the 29th February next.

Salary, £6, £480 rising by annual increments of \$30 to \$600 per annum, with uniform, attendance, free furnished quarters and an allowance of \$84 per annum for fuel and light. Full Particulars may be had on application.

J. M. ATKINSON, Principal Civil Medical Officer.

Medical Department, Hongkong, 28th January, 1906. 280

E. R.

NOTICE IS HEREBY GIVEN that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans showing the route of the proposed NEW TRAMWAY from the Queen's Road end of Battery Path via GLENKILLY VALLEY to the PEAK.

The route now proposed cuts the lower part of the North-eastern edge of the Public Gardens and then passing on troils along their Western extremity, and within 100 yards of the Roman Catholic Cathedral, crosses Robinson Road about 80 yards to the East of its junction with Conduit Road.

Continuing onwards it passes within 120 yards of Inland Lot No. 1688 and adjoins the Peak Road opposite Inland Lot No. 1149, keeping after that to the Eastern slope of Victoria Peak.

Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardens can inspect the plans and drawings at the Office of the Director of Public Works for a period of one month from this date between the hours of 10 A.M. and 4 P.M.

By Command, F. H. MAX, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th January, 1906. 280

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS

in Bags, Packets, Sets, &c. &c. AND All other Philatelic Goods

CALL AT—GRACE & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1906. 118

S. T. G.

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 15th November, 1901. 43

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

AL ABC 5th Ed., Western Union Code used. All Letters Addressed: MANAGER MITSU BISHI Co. with name of place under.

BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS: YOKOHAMA, ASADA, EN, CHINLAN, Messrs. GRADING & Co. MANILA, Messrs. MACONDRAY & Co.

SOLE PROPRIETORS of Tokushima, Ochi, Shinan, Yamaguchi and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for KISHIDAKE COAL.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong 514.

No. 2, Pedder Street.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS Ports every fortnight.

For Freight and further particulars, apply to DOERRELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1906. 8

ENTERTAINMENTS

GRAND BOXING CONTEST.

CITY HALL.

TO-NIGHT (WEDNESDAY), The 5th FEBRUARY, 1906.

U. S. NAVY.

H. M. S. "KENT."

Booking and plans at ROBINSON PIANO CO. Hongkong, 28th January, 1906. 275

THE BANDMANN COMEDY CO.

22 LONDON ARTISTES 22

INTIMATIONS

S. MOUTRIE & CO. LTD.

THE ORCHESTRELLER CO'S
NEW MODEL"AERIOLA"
PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT ON THE MARKET.A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 19th November, 1907. 37-1

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

TO LET

TO LET

LARGE OFFICE ROOM on First Floor
of No. 16, DES VUEX ROAD.
Apply to— FRED. BORNEMANN,
No. 10, Des Vaux Road Central.
Hongkong, 23rd January, 1908. 144

TO LET

P.E. 1st January, One OFFICE ROOM
on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 9th December, 1907. 102

TO LET

N.O. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1904. 188

TO LET

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 191

TO LET

EIGHT ROOMED HOUSE on
SHAMEN. A.B. 99.
Apply to— Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

TO LET

N.O. 5, ORMSBY TERRACE, Kowloon.
Chapman Rental.
Apply to—
SPANISH PROCURATION.
Hongkong, 18th October, 1907. 97

TO LET

GODOWN No. 3, NEW PRAYA, Ken-
nedy Town.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 1st February, 1908. 260

TO LET

FROM 1st MAY.
KOWLOON MARINE LOT 43, Yaumati.
Area 85,200 square feet and with 255
feet Sea Frontage. Especially suited for Storage
of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14 DES VUEX ROAD
CENTRAL, formerly occupied by Messrs.
SHEWAN, TOMES & Co.
Apply to—
THE COMPADORE DEPT.,
JARDINE, MATHESON & Co., Ltd.,
Connaught Road Central.
Hongkong, 1st February, 1908. 299

TO LET

N.O. 2, CHANCERY LANE. Furnished
or unfurnished 6 ROOMS. Electric
Light.
Apply to—
"STILLINGFLET" Peak Road. SIX-
ROOMED HOUSE with Fine View of
Harbour.
Apply to—
"HARPERVILLE" Garden Road. SIX-
ROOMED HOUSE fitted with Electric Light
and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 4th January, 1908. 146

TO LET

TO LET

THE Top Floor of No. 2, Wyndham Street
lately vacated by the Hotel Baltimore,
suitable for a Club or Boarding House.No. 7, PEDDER'S HILL.
First Floor of No. 9, Queen's Road
Central, comprising Six Large Rooms
and Out-houses suitable for business Premises
or Dwellings, now occupied by
FRED. BORNEMANN & CO.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th January, 1908. 96

TO LET

A SIX ROOMED HOUSE at ELLIOT
CRESCENT, Robinson Road. Furnished
or Unfurnished.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 22nd January, 1908. 100

TO LET

4 and 5-ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vaux Road
Central, Hongkong. Immediate possession.
Moderate rentals.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. 117

TO LET

THREE ROOMS on the first floor of No. 34,
QUEEN'S ROAD CENTRAL, (opposite
the General Post Office). The Rooms are
light, spacious and well-ventilated. Very
moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.,
Same address.
Hongkong, 28th January, 1907. 270

TO LET

N.O. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya
East, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 21st October, 1907. 93

TO LET

OFFICES on Top Floor No. 2, Connaught
Road, facing the Cricket Ground.
"HATFIELD" Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit
Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS and No. 16B, Des Vaux Road
next to the HONGKONG HOTEL.
PLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 86

TO LET

FIRST Class European Houses, furnished
or unfurnished, Lochial Terrace and
Humphreys Avenue, Kowloon.
Apply to—
TAM TSE KONG,
Care of Hip On Insurance, Exchange and
Loan Co., Ltd., 42, Boshan Strand, West,
Hongkong, 1st October, 1907. 84

TO LET

GODOWN No. 101, Praya East.
Apply to—
CHATER & MODY,
Victoria Buildings,
Hongkong, 17th January, 1908. 212

TO LET

ROOMS TO LET. Well and Comfortably
Furnished, with separate Kitchens and
Baths for each set of Rooms. Good accom-
modation. Gas, Electric and Water laid on.
Rent very moderate.
Apply to—
H. RUTONJEE & SON,
5, D'Aguilar Street, or
45, Elgin Road, Kowloon.
Hongkong, 15th January 1908. 202

TO LET

A HOUSE in KNOTSFORD TERRACE
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 185

TO LET

A HOUSE in KNOTSFORD TERRACE
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 185

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THE HONGKONG LAND INVEST-
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Hongkong, 1st February, 1908. 185

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Hongkong, 1st February, 1908. 185

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Hongkong, 1st February, 1908. 185

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Hongkong, 1st February, 1908. 185

TO LET

A HOUSE in KNOTSFORD TERRACE
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 185THE "ALL-RED" ROUTE—THE
OTHER SIDECorrespondent sent the Times the following
statements of objections to the proposed "All
Red" route:The project known as the "All Red" route
has at the moment, attractions for politicians
and journalists who, influenced by so-called
imperial ideas, see in it a new bond of union
between Great Britain and her larger Colonies
in Canada and Australia—but Sir Wilfrid
Laurier, the Canadian Premier, struck a warn-
ing note when he told his Blackout interviewers
that the great scheme has to be considered from
a commercial as well as a patriotic standpoint.It is not to be overlooked besides that the
"All Red" idea is not, as it is generally
represented, now. There is at present an "All
Red" service by existing routes and lines, and
what immediately concerns us is to know
whether these stand in need of improvement,
and if they do, whether the new "All Red"
project is best for that end. The "All Red"
scheme is open to serious objections from the
commercial standpoint.England has already adequate means of com-
munication with Canada and between Canada
and Australia and the Far East. The Canadian
Pacific Railway, Allan, and Dominion Lines,
and several others, have provided regular
services to and from Canadian ports all the year
round, and there are the Canadian Pacific
Railway and Canadian Australian Lines between
Vancouver and New Zealand, and
Eastern ports. The sea and steamship
services engaged in the passenger trade are
apparently as great as are called for by the
growing requirements of the trade, and are being
increased year by year to keep pace with the
growth of these requirements.The conditions of navigation in Canadian
waters are unfavourable to steamers of extreme
speed and size. The St. Lawrence River, which
route possesses enormous natural advantages as
compared with routes via Halifax or St. John,
N.B., is not suitable for a reasonable
size and speed, say, 10,000 tons and 21 knots, but is
wholly out of the question for such steamers as
the Mauretania.The only Canadian ports which could accom-
modate steamers of the enormous size and speed
suggested for the "All Red" line are Halifax
and Sydney, C.B. These ports are subject to
the great disadvantage of long distances from the
centres of population and business in Canada.
Halifax is 738 miles from Montreal, and Sydney
is at a much greater distance. Passengers
leaving at Halifax therefore, to undergo a
railway journey of about 24 hours' duration,
with all its attendant discomfort, before reaching
Montreal, which is the starting-point for
all traffic for western provinces.On the other hand, steamers using the St.
Lawrence route can land their passengers in
Montreal with much less discomfort and at
much less expense. The natural advantages of the
St. Lawrence route are in fact, so great that
it will certainly continue to be the principal
route for passenger traffic, as well as almost the
only route for freight traffic, even if a
new service of steamers of great size and speed
were established via Halifax or Sydney.The "All Red" scheme is an attempt to
divert Canadian traffic from its natural channel.
It would involve enormous expenditures by the
Government concerned, as huge subsidies would
be required to give the proposed service any
chance of success. In so far as the attempt
succeeded, it would injure the existing companies
which have invested large amounts of capital in
their business, and even if completely successful,
it would cause a diversion of traffic from the St.
Lawrence to another route would confer no
advantages on the people of either Canada or
Great Britain in compensation for the great
expense involved, and the injury to established
lines.The "All Red" scheme is based on two fun-
damental assumptions, both erroneous. The
first is that there is a pressing demand for
extreme speed of transit overruling all other
considerations. This is true only of mail tra-
ffic, and not true at all of commerce and general
passenger traffic, who form by far the largest section
of Canadian passenger traffic. It is only
partially true of mail passengers, of whom
large numbers think more of comfort and
steadiness than of great speed. The German
lines and the White Star Lines have realized
this, and are acting accordingly.The second fundamental error is that pas-
sengers hate life at sea to such an extent that
they will generally prefer the route which
involves the shortest time on board ship. If
this were true the New York lines would long
ago have made regular calls at Halifax, the
maritime port, to land and embark passengers.
They have not done so, because the desire to
get ashore quickly did not really exist. In the
Canadian steamers all cabin passengers have the
option of landing at Quebec and proceeding by
rail to Montreal. Very few do land, the great
majority preferring to spend another day on
board rather than incur the trouble of even an
easy railway journey of six or seven hours. On
the St. Lawrence route the last three days of
the passage are on inland waters, and these days
are generally enjoyable.As to the suggestion west Ireland port,
Blackhead Bay, it is impossible for the reasons
for the simple reason that the steamer could
not get coal, stores, &c., without enormous
difficulties, not to mention its want of facilities
for overhaul of machinery, &c. They would be forced
to use Liverpool, or some similar port, as a
terminus, and then it would be found useless to
call at any port in Ireland. Passengers would
most certainly prefer to embark in comfort at
the Liverpool place rather than incur the
inconvenience and fatigue of a channel passage,
followed by a railway journey across Ireland.
Even for mail it would be found useless to call,
for the same reason that have led to the
abandonment of Merville as a port of call for
Canadian mails, and will soon lead to the new
York mails for England going direct instead of
via Queenstown.If faster transit of mails be wanted it can be
much more easily and economically given by
arrangements to accelerate the existing mail
services to the St. Lawrence in summer and to
Halifax in the winter. In summer a very short
sea passage for mails can be secured if mail
steamers call at Sydney, O.B., 2,280 miles from
Liverpool. This route for mails has already
been used experimentally, and with encouraging
results.Sir, It is evidently expected that all "All
Red" routes should cheer for the so-called "All
Red" route, and agree off hand that its cost
ought to be shared by the Mother Country,
Canada, and Australia. On what basis the
relative assessments are to be made, or what is
to be the total cost of the undertaking, no one
knows. That is the present position of the
project, though the cheering has been already
started. Where is the volume of traffic, the
sufficiency of popular enthusiasm, the place
to be handed to the Motherland, while Colonial
eloquence will plead for her generous contribu-
tion towards "this great bond of Imperial
unity."Now, Sir, what does this "All Red" route
really mean, and what is the origin of the
phrase? Its origin is simple, for on all British
school maps British land is coloured red, so
that particular colour has become the popularsymbol of exclusive British ownership and
absolute British control. The impressions of
childhood retain their influence on the
sympathies of the masses, and so any
thing and everything labelled "All Red"
arouses popular interest, if not enthusiasm.
This is neither surprising nor regrettable but
whether the description of the thing itself be
true is, for that very reason, of serious impor-
tance. In this particular case, I submit it is a
mischievous—because a delusive—planning.
The water area lying between this island and
Canada and that between Canada and Australia
do not differ in conditions and characteristics
from any other oceanic districts of the world.
As, therefore, the route from here to Australia
via Canada is mainly over these particular areas,
it is obvious all the existing routes of the Empire
by sea have equal claims to be designated as
"All Red Routes." The special claim for
generous and special treatment by the United
Kingdom disappears when based upon continents
and land, not upon sea routes. The truth
is, every one of the lines of communication
connecting parts of our Empire with
each other are "All Red"—the bluest of
blue water. All across the world's communi-
cation, and all are naturally open to the free use
of all nations in peace, while in war they will be
in the grip of predominant power at sea. Subsidizing
British ships to run over any particular
line cannot prevent other nations from subsidizing
their own ships to run the same thing. In
peace, no nation can nationalize any route on
high seas, while in war the stronger war fleet
can and will carry its war to where it pleases.
Sir, calling a route which is mainly maritime
by a false name will neither prevent commercial
competition in peace, nor frighten victorious
admirals in war from shutting it up like a
telephone.If these observations appear flippant, I can
only say they are offered in all sincerity, and
made for a serious purpose. We are a self-
governing people, and are responsible for a
world-wide Empire. One steamship line may
run towards spontaneous emotions rather than
reasoned thought, and popular opinion—even
though they may be clap-net—may be a
strange and increasing power to influence,
if not actually formulate, policy. Policy as
promoted has in the end to be paid for, and may lead
to disastrous results. For example, last Session
Parliament was engaged in providing elaborate
means of escape from an incubus of waste and
confusion inflicted upon the nation nearly 50
years ago by a military policy during its inception
to a phrase of five words—"State has bridged
the Channel." A few months later a further
impetus in the same direction was really
expressed in only three words—"Defence not
defiance." In a military sense both these cries
were nebulous nonsense, but, nevertheless, they
were the keynotes of a military policy which,
for half a century, imposed upon the nation all
the pains and penalties of a gigantic and costly
scheme. Serious students of the Imperial problem
are, therefore, entitled to scrutinize closely the
policy justified for any plan for obviously
to "catch on," as an introduction to a demand
upon our exchequer. If examination discloses
an attempt to delude popular opinion into
accepting what is not true, surely it becomes a
clear duty to protest before, and not after, its
purpose is accomplished. It is for such reasons
I venture to protest against describing a route
from England to Australia via Canada as "the
All Red Route."Dismissing further references to emotions or
sentiments, permit me to add brief observations
upon the business aspect of the contention that
the Mother Country ought to give financial aid
to the project. Now, as the sole trustee of the
Empire in its entirety, the Mother Country is
bound to have regard to the ways and means
available for the discharge of the obligations of
the Empire as a whole. These obligations are
enormous and increasing every hour; the ways
and means available for their fulfilment are very
limited indeed, and show but little, if any, sign
of probable augmentation. The obligations are
spread over the world, while the only provision
for their discharge is what is possible to ex-
tract from the pockets of people domiciled in
Great Britain and Ireland. The paramount
duty of the sole trustee of the Empire is its
preservation intact. The Empire being
maritime in its essential condition of
its existence, the primary obligation to
be fulfilled is the provision and maintenance
of a fleet strong enough to keep for the
Empire a free sea. According to the two-Power
standard, as illustrating a Navy only strong
enough to do this, what do we find? We find
this—an authoritative indication of a possible
shortage of money required to keep up a fleet
on the two-Power standard basis. Speaking
with all the authority of an adviser of the
Crown, and with all the knowledge which a
Cabinet Minister alone can possess, Mr. H. J. Dene,
at Blair Athole on the 16th inst., proclaimed
"that it would be hard for us with a population
of 44,000,000 to maintain a two-Power standard
against two nations with a combined population
of 100,000,000." From this he drew an inference
stated in the following words:—"We might
not be able, in days to come, to depend wholly
and absolutely upon our Navy, with the
completeness of to-day, and should that time
arrive it would be upon the home defence
forces that we should have to rest our
trust." Mr. Hildane might, and indeed
ought, to have added that, and when that
time comes, the Empire, having lost control of
its internal communication, will be at an end.
The desire to at least postpone as long as
possible so terrific a catastrophe as the aban-
donment of the two-Power standard certainly
involves the true justification for the refusal
of the sole trustee and guardian of the Empire
to listen to appeals from Colonies for money to
multiply their sea routes to "facilitate the
operations of their commerce." That attitude
should continue as long as they do not share the
responsibility and cost of it in maintaining one
of the Fleet by which alone their individual and
collective safety can be secured. To permit the
diversion of funds from the Navy to help to
create additional sea responsibilities would
indeed be a practical example of a spurious
patriotism.It may be that Mr. Hildane's language was
coloured by a natural anxiety to promote the
interest of his Territorial Army. To get the
men for it is a primary condition of its becoming
a reality, which I for one hope may be achieved.
His contemplation of the frightful consequences of
filling his ranks is considerable. It is in the
necessity for local military defence on such a
scale could best be promoted by making public
confidence in the Fleet as the real and effective
shield of an island. Mr. Hildane is too honest
a man, and too able a statesman, to stoop to
attain such an object by such means. Never-
theless, he has abandoned an altar to which the
outlying Empire will do well to take heed.
I am most glad he has done so, for it is
important that one Colonial fellow-subject
should realize that the resources of the
metropolitan provinces of their Empire cannot
indefinitely continue to lead in the race for
sea supremacy. All the great States competing
for predominance in maritime power draw upon
all the resources of all their provinces and all
their component parts. The British Empire
alone does not. The figures given by Mr.
Hildane ignore the Empire, but illustrate this
fundamental difference, which ought to be re-
cognized when making such comparisons.It is no use mining the matter, if the several
parts of the Empire cannot or will not combine
to provide the naval power necessary to ensure
what is common and essential to all, the passing
of the sceptre of the sea from British hands is
but a matter of time. Be that time long or
short, who can tell? But this we do know for
certain—that, once that sceptre passes to other
hands, not even an unlimited number of British
Territorial Armies, no matter what their size,
efficiency, and completeness, can ever get it
back. Yours, &c.,
JOHN C. R. COLOMBE.
Carlton Club, December 23.

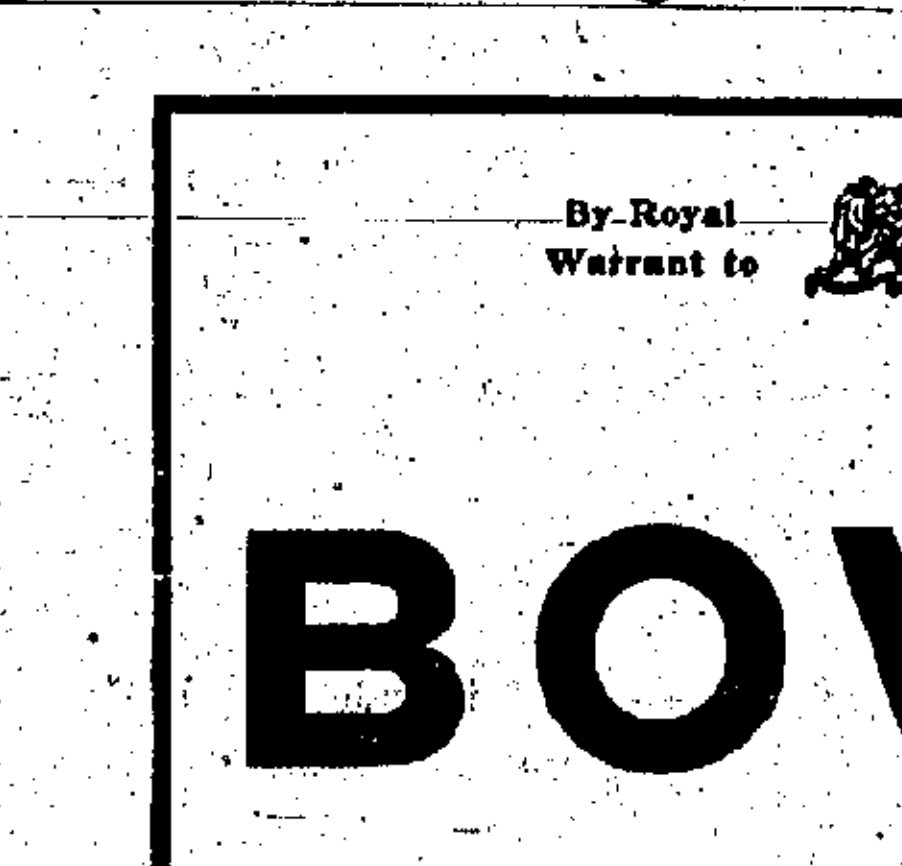
LATEST STEAMER MOVEMENTS.

The H.A.L. str. *C. Ferd. Weiss* left Shanghai
on 1st inst. a.m., and may be expected here to-
day a.m.The J.-C. J. Lijn str. *Tjilatjap* left Moji for
this port on the 31st ult., and may be expected
here to-morrow.The Glen Lise str. *Glenloch* left Singapore
on the 2nd inst., and may be expected here on
the 8th inst.The C.P.R. str. *Monteagle* arrived Shanghai
at 10.30 a.m. on Saturday, the 1st inst., and left
again at noon Sunday for Nagasaki, where she
was due to arrive at 6 a.m. yesterday.How to BE BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's *Crema Charming*, *Lait
Charmant* and *Special Skin Tonic* and *Poudre
Charmant* will enable you to do it. Her
Specialties for the Skin are the study of a
feminine. A. S. Watson & Co., Ltd., Sole Agents
156.


"SEE THE SIGNAL"
K.EATING'S
POWDER
BUGS BEAT
MOTHS BEETLES
Sold in Tins & Bottles only.



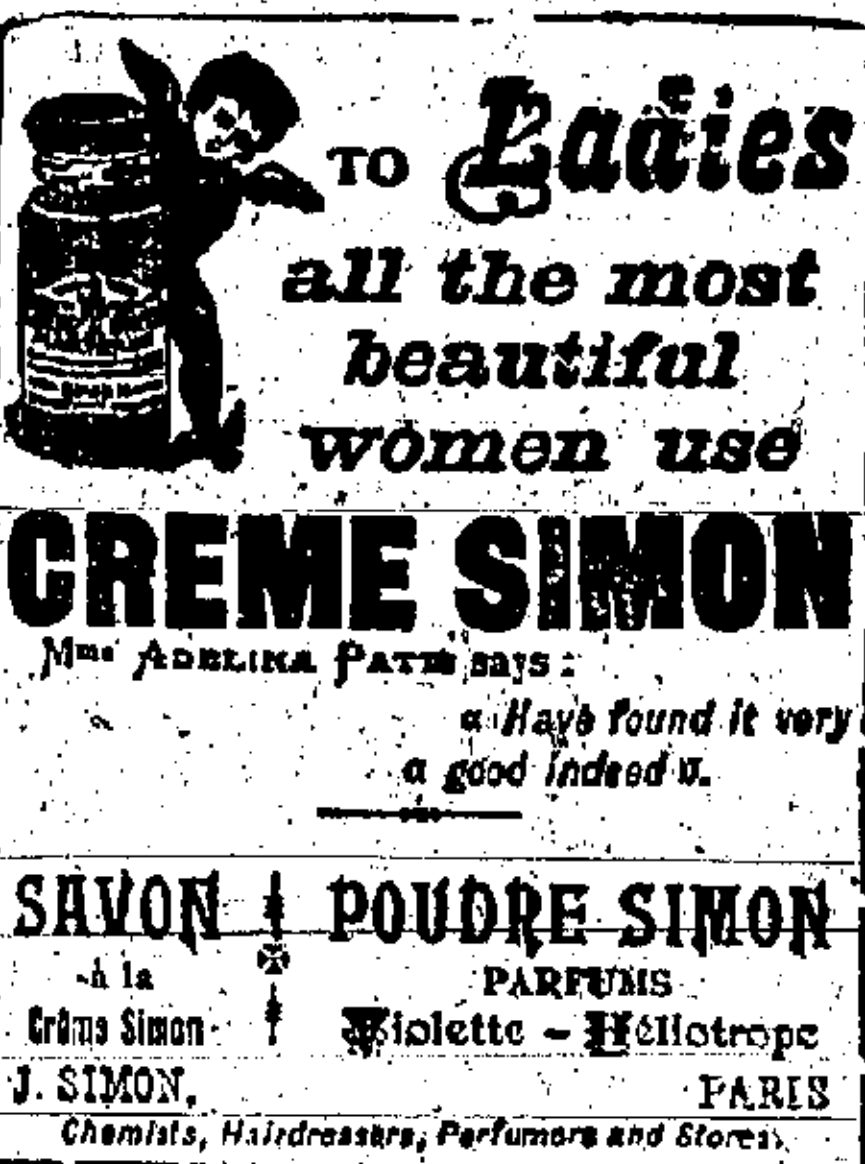
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Medicinal Skin Soap
Recommended by eminent Der-
matologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema and Skin diseases ge-
nerally.
8, RUE VIVienne, 8
Paris



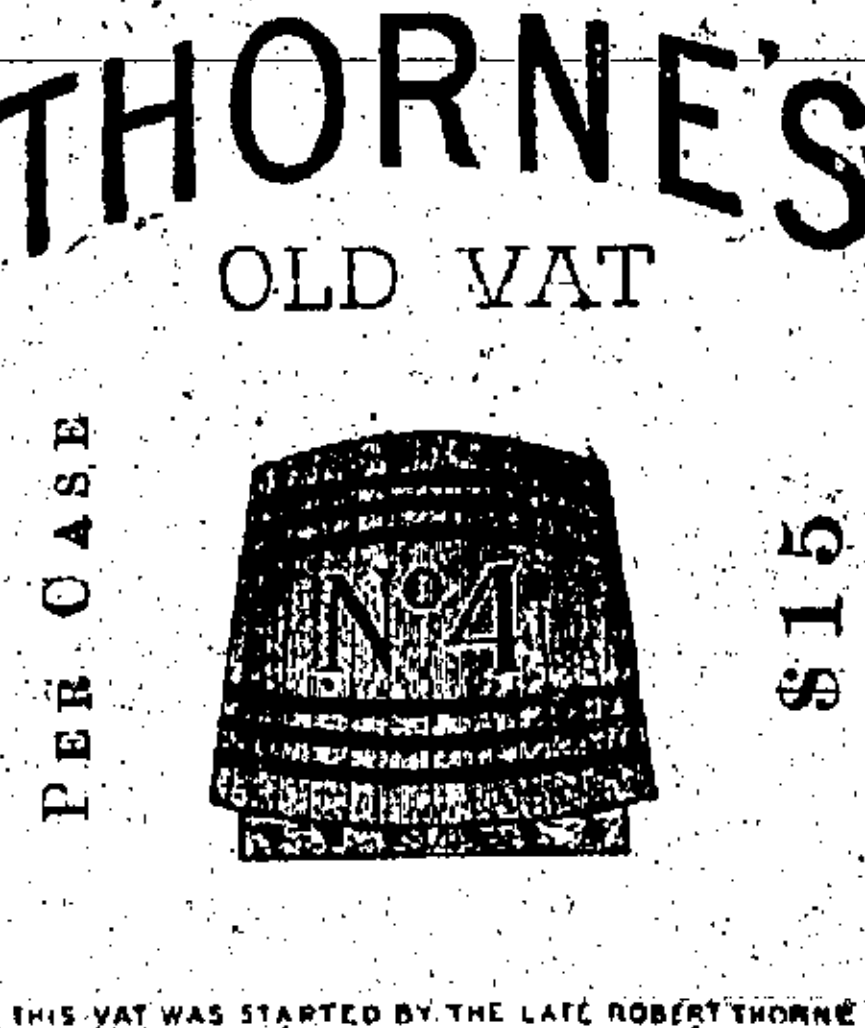
By Royal
Warrant to
His Majesty
The King.
BOVRII
is a true food and contains Albumen and
Fibrine which go to form Blood, Bone,
Brain and Muscle. Beef-teas and Meat-
Extracts are stimulants only.
Bovril is liquid life.



OVER THE BAR ASK FOR
WATSON'S No. 10
The accredited Agents in
Hong-Kong for Watson's Dundee
Whisky No. 10 are
SHEWAN, TOMES & Co.
MAKE NO MISTAKE ABOUT IT.



TO Ladies
all the most
beautiful
women use
CREME SIMON
N°1
A. S. WATSON & Co., Ltd.,
Chemists, Hairdressers, Perfumers and Store.



THORNE'S
OLD VAT
PER CASE \$15
THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GLENROCK AND HAS BEEN SOLD AS SUCH SINCE 1851



SCOTCH WHISKY
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & Co., Ltd.
As Suppliers to the House of Commons.
THE NEW FRENCH REMEDY
TRADE MARK
THERAPION
A successful and highly popular remedy, used in the
Continental Hospitals by Kienard, Rostan, Robert, Velpeau
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
known.
THERAPION No. 1 is a re-
markable
remedy, often a few days only, removes all discharges from
the urinary organs, effectively relieves gonorrhea, the use
of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, pro-
trusion of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.
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purity of the blood, scurvy, pimples, spots, blotches, pains and swell-
ings of the joints, secondary symptoms, gutt, rheumatism,
all affections for which it has been too much a failure
to employ mercury, arsenic, &c., to the destruction of
arteries, morbid crudit of health. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.
THERAPION No. 3 for nervous
exhaustion, impaired vitality, sleeplessness, and all the
distressing consequences of early error, excess, or disease
that exhausts the system. It possesses surprising power
in restoring strength and vigor to the debilitated.
THERAPION is sold by the prin-
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Vendors throughout the world. Price in England 2s. 6d.
In ordering, state which of the three Remedies is re-
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simile of word "THERAPION" as it appears on the British
Government Stamp in white letters on a red ground
affixed to every package by order of His Majesty's
Commissioners and without which it is a forgery.
Sold by all Principal Chemists.

SHIPPING.

ARRIVALS.

BLUESOON, British str., 1,959, W. J. Heston, 3rd February—Cardiff 6th December, Coal—Admiralty.

BOURBON, French str., 997, Le Bail, 2nd Feb. Saigon 29th Jan. 1908—Chinese.

BRASILIA, German str., 4,239, H. Haase, 3rd Feb. Hamburg 30th Dec. and Singapore 28th Jan. General—Hamburg-Amerika Linie.

CHITURN, Chinese str., 1,177, C. Stewart, 3rd February—Shanghai 31st Jan. General—Chinese.

CHOWWA, German str., 1,055, G. Spiesen, 3rd February—Saigon 29th January, Rice—Batterfield & Swire.

DRUMMOND, British str., 2,476, J. Taitweather, 4th Feb.—from Bristol Channel, Coal—Order.

FEITJOF, Norwegian str., 591, Olaf Anderson, 3rd February—Saigon 29th Jan., Rice—Agashid, Thoresen & Co.

HASHIDATA, Japanese flag ship 3,400, Nishiyama, 3rd February—Japan 25th January.

HONO BEZ, British str., 2,006, Helms, 4th February—Singapore 27th Jan. General—Chinese.

INSUKUSIMA, Japanese cruiser, 2,375, Obana, 3rd February—Yokohama 25th January.

JACOB DIERHUISSEN, German str., 623, A. Hansen, 2nd February—Hobson and Haiphong 1st Feb. General—Jensen & Co.

KOYLOON, German str., 1,427, H. Enigk, 4th February—Chinkiang 31st Jan. General—Hamburg-Amerika Linie.

KWANGSE, British str., 1,228, M. Scott, 4th Feb.—Chinkiang and Wuhu 31st Jan. General—Butterfield & Swire.

KWYANG, British str., 3rd Feb.—Canton.

LANDAY, British str., 1,012, H. Grand, 4th February—Shanghai 31st Feb.—Siamesa & Co.

LIAN, British str., 2nd February—Canton.

MAGSUSUM, Japanese cruiser, 3,400, Yashiro, 3rd Feb.—Japan 25th January.

MERAPI, Dutch str., 1,937, Uddal, 3rd Feb.—Java and Singapore 27th January, General—Chinese.

NERIVE, Dutch str., 1,453, Westers, 2nd Feb.—Prio Sanbo 19th January, Kerosene Oil—Meyer & Co.

NISHIN MARU, Japanese str., 1,957, S. Shirakawa, 3rd Feb.—Moji 27th Jan. Coal—Mitsui & Co.

NUBIA, British str., 3,344, F. J. Fox, 4th Feb. London 21st Feb. and Singapore 30th Jan. General—P. & O. S. N. Co.

OBAND, British str., 917, T. A. Die, 3rd Feb. Rajang (Borneo) 27th January, Timber—Waim & Co.

PRADEPENN, British str., 1,300, J. H. Scott, 2nd Feb.—Saigon 28th January, Rice—Chinese.

PRINZ SIGISMUND, German str., 3,900, Lons, 4th February—Sydney 14th January and Moji 1st Feb. General—Melchers & Co.

PROMETHEA, Nor. str., 1,124, O. Cornelissen, 4th February—Bangkok 26th Jan., Rice—Nippon Yusen Kaisha.

SADO MARU, Japanese str., 3,860, Geo. Anderson, 3rd Feb.—Yokohama via Kobe, Moji and Shanghai 5th Feb. General—N. Y. K.

SHIMOSA, British str., 2,699, H. S. Best, 3rd Feb.—Shanghai 30th Jan. General—Doddwell & Co.

SUNGLAND, British str., 987, G. H. Pennefather, 3rd February—Hilo 30th January, Butterfield & Swire.

WILKINGTON, American guest boat, Cmdr. W. R. Bush, 4th Feb.—Swatow 3rd Feb.

YOHOW, British str., 1,305, F. D. Northcombe, 3rd February—Shanghai 30th January General—Butterfield & Swire.

ZAFIRO, British str., 1,629, R. Rodgers, 3rd February—Manila 1st February, Hemp and Sugar—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th February.

BRASILIA, German str., for Shanghai.

CHITURN, British str., for Moji.

SADO MARU, Japanese str., for Singapore.

DEPARTURES.

4th February.

SHINANO MARU, Japanese str., for Shanghai.

TUROMAS, Dutch str., for Batavia.

YABBA, French str., for Europe, &c.

VESSELS IN DOCK.

February 4th.

ABERDEEN DOCKS.—Neil Meland, Persia, Germania, Quilchou, Amigo, Sorogon.

COMMON DOCKS.—Singen, Suisang, Chikking.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "SHIMOSA" 12th February.

For Freight and further information, apply to
DODWELL & CO., LD.
Agents.
Hongkong 21st January, 1908. 167

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE."
Will be despatched for the above Ports on THURSDAY, the 20th February.

For Freight and further Particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong 23rd January, 1908. 179

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).
With Liberty to call at Honolulu and Salina Cruz.

Steamer
"KASATO MARU" 1,100. Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.
Hongkong, 27th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | FLAG & REG. | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|-------------|-------------|-----------------------|------------------------------|--------------------------|
| LONDON &c. via SUEZ CANAL | PENINSULAR | Brit. str. | — | R. A. Peters | P. & O. S. N. Co. | On 8th inst. at Noon. |
| LONDON, ANTWERP & HAMBURG | FLINTSHIRE | Brit. str. | — | Habel | Shewan, Tomes & Co. | On 20th inst. |
| MARSEILLES, HAVRE & HAMBURG, &c. | SAXONIA | Ger. str. | k.w. | Magnus | HAMBURG-AMERIKA LINIE | On 18th inst. |
| MARSEILLES, &c. via PORT OF CALL | OCEANIAN | Fr. str. | — | H. Fybus | MESSAGERIES MARITIMES | On 18th inst. at 1 p.m. |
| MARSEILLES, HAVRE & COPENHAGEN &c. | PETRONIA | Dan. str. | — | H. Fybus | MELCHERS & CO. | On 21st inst. |
| MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &c. | RENNANIA | Ger. str. | k.w. | C. W. Longden, R.M.R. | HAMBURG-AMERIKA LINIE | On 21st inst. |
| MARSEILLES, LONDON & ANTWERP | FALLWAN | Ger. str. | — | Wagner | P. & O. S. N. Co. | About 12th inst. |
| ROTTERDAM, BREMEN & HAMBURG via STRAITS, &c. | C. FERD. LAMISZ | Ger. str. | — | Schwinghammer | HAMBURG-AMERIKA LINIE | To-day. |
| ROTTERDAM & HAMBURG via STRAITS, &c. | AMBRIA | Ger. str. | k.w. | Peter | HAMBURG-AMERIKA LINIE | On 24th inst. |
| BREMEN & HAMBURG via STRAITS, &c. | SPERZA | Ger. str. | k.w. | P. Gersch | MELCHERS & CO. | On 24th inst. |
| NAPLES, GENOA, ALGIERES, GIBRALTAR &c. | PRINZ HINRICHS | Ger. str. | — | Gillhuber | SANDER, WIEBER & CO. | About 24th inst. |
| TRIESTE, &c. via SINGAPORE, &c. | AUSTRIA | Aus. str. | — | — | DODWELL & CO., LTD. | On 12th inst. |
| BOSTON & NEW YORK | SHIMOSA | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | About 25th inst. |
| NEW YORK via SUEZ CANAL | INDIANI | Brit. str. | — | MacFarlane | SHAWAN, TOMES & CO. | On 13th inst. at 4 p.m. |
| NEW YORK via PORTS & SUEZ CANAL | SAINT PATRICK | Am. str. | 2-m. | — | CANADIAN PACIFIC R. CO. | On 22nd April, at Noon. |
| VANCOUVER via SHANGHAI JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | 1-m. | — | DOUGLAS & CO., LTD. | On 8th inst. |
| VANCOUVER via SHANGHAI JAPAN, &c. | MONTEAGLE | Brit. str. | — | Cowley | TOYO KISEN KAISHA | Sometime in March. |
| VICTORIA (B.C.) & TACOMA via JAPAN | KUMERO | Am. str. | — | D. Mori | BUTTERFIELD & SWIRE | On 10th inst. at 4 p.m. |
| CALLAO and IQUIQUE via JAPAN PORTS, &c. | KASATO MARU | Jap. str. | — | G. W. Eidy | BUTTERFIELD & SWIRE | On 27th inst. at 5 p.m. |
| AUSTRALIAN PORTS via MANILA | CHANGSHA | Ger. str. | 1-m. | D. Lenz | MELCHERS & CO. | About 8th inst. |
| AUSTRALIAN PORTS via MANILA | PRINZ SIGISMUND | Ger. str. | — | D. Lenz | MELCHERS & CO. | Quick despatch. |
| YOKOHAMA AND KOBE | PRINZ SIGISMUND | Ger. str. | — | Pand | JAVA-CHINA-JAPAN LINE | On 8th inst. at 4 p.m. |
| JAPAN | TUJANAS | Dut. str. | — | Dowson | HAMBURG-AMERIKA LINIE | On 10th inst. |
| TSINGTAO & CHEFOO | KWYANG | Brit. str. | 1-m. | T. Stehr | JARDINE, MATHESON & CO., LD. | To-day. |
| CHINKIANG & WUHU | KOWLOON | Ger. str. | k.w. | W. P. Baker | P. & O. S. N. Co. | To-morrow, at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | BRASILIA | Ger. str. | k.w. | — | BUTTERFIELD & SWIRE | About 5th inst. |
| SHANGHAI via SWATOW | KWONGSANG | Brit. str. | 1-m. | — | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | NUBIA | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 8th inst. at 4 p.m. |
| SHANGHAI | LIAN | Brit. str. | 1-m. | — | BUTTERFIELD & SWIRE | About 7th inst. |
| SHANGHAI | YOHOW | Brit. str. | 1-m. | — | P. & O. S. N. Co. | About 13th inst. |
| SHANGHAI | DELTA | Brit. str. | — | C. L. Daniel, R.M.R. | BUTTERFIELD & SWIRE | On 14th inst. at 4 p.m. |
| SHANGHAI | KYUKIANG | Brit. str. | 1-m. | H. A. Wall | MELCHERS & CO. | On 14th inst. at 4 p.m. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | GORSEN | Ger. str. | — | B. Wilhelm | JARDINE, MATHESON & CO., LD. | On 15th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | KUTANG | Brit. str. | — | Bradley | MELCHERS & CO. | On 15th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | CATHAY | Dan. str. | — | — | HAMBURG-AMERIKA LINIE | On 15th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | SAMBIA | Ger. str. | k.w. | — | OSAKA SHOSHEN KAISHA | On 15th inst. |
| TAKAO via SWATOW, AMOY & ANPING | FUKUSHU MARU | Jap. str. | — | T. Ito | OSAKA SHOSHEN KAISHA | On 9th inst. at Daylight |
| TAMAU via SWATOW & AMOY | JOHIN MARU | Jap. str. | — | H. S. Smith | DOUGLAS LARSEN & CO. | On 9th inst. at 9 a.m. |
| SWATOW, AMOY & FOCHOOW | HAICHING | Jap. str. | 2-h. | A. B. Hodgins | BUTTERFIELD & SWIRE | To-morrow, at 11 a.m. |
| HOHHOW & HAIPHONG | HAICHOW | Brit. str. | 1-m. | E. Forsyth | BUTTERFIELD & SWIRE | To-morrow, at Noon. |
| MANILA | TAMING | Brit. str. | 1-m. | G. W. Outerbridge | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| MANILA | KUENANG | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | On 7th inst. at 4 p.m. |
| MANILA | ZAFIRO | Brit. str. | — | Rodger | BUTTERFIELD & SWIRE | On 11th inst. at 4 p.m. |
| MANILA | TEAN | Brit. str. | 1-m. | A. Somerville | JARDINE, MATHESON & CO., LD. | On 14th inst. at 4 p.m. |
| MANILA | LOONGSANG | Brit. str. | — | S. J. Payne | BUTTERFIELD & SWIRE | On 15th inst. at 4 p.m. |
| MANILA | RUBI | Brit. str. | — | R. Almond | BUTTERFIELD & SWIRE | On 15th inst. at 4 p.m. |
| MANILA | SUNGLANG | Brit. str. | 1-m. | G. H. Pennefather | JARDINE, MATHESON & CO., LD. | On 8th inst. at 4 p.m. |
| MANILA | KATONG | Brit. str. | — | Mathias | BUTTERFIELD & SWIRE | On 15th inst. at 3 p.m. |
| MANILA | MAUSANG | Brit. str. | — | R. Houghton | JARDINE, MATHESON & CO., LD. | On 12th inst. at Noon. |
| MANILA | BOHRO | Ger. str. | — | F. Semhill | MELCHERS & CO. | On 20th inst. at 3 p.m. |
| MANILA | LEVANZO | Ital. str. | — | Belato | CARLOWITZ & CO. | On 20th inst. at 3 p.m. |
| MANILA | JAPAN | Brit. str. | — | G. J. Olfert | DAVID SARGENT & CO., LTD. | About 11th inst. |
| MANILA | NAMANG | Brit. str. | — | M. B. Lake | JARDINE, MATHESON & CO., LD. | About 11th inst. |
| MANILA | TVLATAP | Dut. str. | — | van Emmerick | JAVA-CHINA-JAPAN LINE | About 11th inst. |

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.

| R.M.S. | Tons | LEAVE HONGKONG | ARRIVE VANCOUVER |
|--------------------|-------|-----------------------|------------------|
| "EMPEROR OF JAPAN" | 6,000 | THURSDAY, 19th Feb. | 2nd March |
| "EMPEROR OF CHINA" | 6,000 | THURSDAY, 12th March | 30th March |
| "EMPEROR OF INDIA" | 6,000 | THURSDAY, 9th April | 27th April |
| "MONTEAGLE" | 6,168 | WEDNESDAY, 22nd April | 16th May |
| "EMPEROR OF JAPAN" | 6,000 | THURSDAY, 7th May | 25th May |
| "EMPEROR OF CHINA" | 6,000 | THURSDAY, 4th June | 22nd June |

"EMPEROR" Steamers will depart from HONGKONG at 4 p.m.
Intermediate Steamers call at CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 10 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 27/10
Intermediate on Steamers 240, " 242.
and 1st Class Railways.....

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CHADDOCK, General Traffic Agent for China,
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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | Tons | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|--------|-------------------|
| ZAFIRO | 2540 | Rodger | Manila | On 8th February. |
| RUBI | 2540 | R. W. Almond | Manila | On 15th February. |

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 4th February, 1908. 14

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY
FOR NEW YORK via PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SAINT PATRICK" About 16th March.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 23rd January, 1908. 15

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|--|------------|-------------------|
| SHANGHAI, YOKOHAMA & KOBE | "CATHAY" | On 13th February. |
| MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG | "PETRONIA" | On 21st February. |

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 4th February, 1908. 6

NORTH PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTH PACIFIC RAILWAY COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captain | Sailing Date |
|----------|-------|---------------|-------------------------|
| KUMERIC | 6,232 | Cowley | On 8th February, 1908. |
| SHAWMUT | 9,616 | E. V. Roberts | On 21st February, 1908. |
| TREMONT | 9,608 | T. W. Garlick | On 17th March, 1908. |
| SUVERIC | 6,232 | W. Shotton | On 9th April, 1908. |

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED.
GENERAL AGENTS
Queens Buildings.
Hongkong, 18th January, 1908. 8

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---------------------------------|-------------|----------------------------|
| SHANGHAI via SWATOW | "KWONGSANG" | Thursday, 6th Feb. Noon. |
| MANILA | "YUENSANG" | Friday, 7th Feb. 4 p.m. |
| SANDAKAN | "MAUSANG" | Saturday, 8th Feb. 4 p.m. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "KUTSANG" | Friday, 14th Feb. 4 p.m. |
| MANILA | "LOONGSANG" | Friday, 14th Feb. 4 p.m. |
| SINGAPORE, PENANG & CALCUTTA | "NAMSANG" | Thursday, 20th Feb. 3 p.m. |

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Rotura Passengers will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, and Tientsin via Chingwan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
Hongkong, 5th February, 1908. 16

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"PENINSULAR."
Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 8th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London. Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
B. A. LEWETT,
Superintendent.
Hongkong, 29th January, 1908. 1

NAVIGAZIONE GENERALE

ITALIANA.
(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY, via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO."
Captain Belato, will be despatched as above on WEDNESDAY, the 12th Feb., at Noon. For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 31st January, 1908. 4

COMPAGNIE DES-MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BANGKOK, COLOMBO, CALCUTTA, BOMBAY, D JIOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX MEDITERRANEE AND BLACK SEA PORT.

THE Steamship

"OCEANIE."
Captain Magnus, will be despatched for MARSEILLES, on TUESDAY, the 18th February, at 1 p.m.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows—
S.S. "BERNARD SIMONS" 3rd March.
S.S. "TONKIN" 17th March.
J. MILLET,
Agent.
Hongkong, 5th February, 1908. 2

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STAMEN | TO SAIL | REMARKS. |
|---|------------|------------------|----------------------------|
| SHANGHAI, MOJI, KOBE, NUBIA, and YOKOHAMA | DELTA | About 5th Febr. | Freight and Passage. |
| SHANGHAI | DELTA | About 7th Febr. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | REINISULAB | Noon, 8th Febr. | See Special Advertisement. |
| MARSEILLES, LONDON, and ANTWERP | PALAWAN | About 12th Febr. | Freight and Passage. |

For further Particulars, apply to

R. A. HEWETT,
Superintendent.CHINA NAVIGATION CO.,
LIMITED.

| FOR | STAMEN | TO SAIL |
|---|-------------|-----------------------|
| MANILA, MOIHOW and HAIPHONG | "TAMING" | On 5th Febr., 4 P.M. |
| SHANGHAI | "HUICHOW" | On 6th Febr., Noon. |
| CEBU and ILOILO | "LINAN" | On 6th Febr., 4 P.M. |
| SHANGHAI | "SUNGKIANG" | On 7th Febr., 4 P.M. |
| SHANGHAI | "YOHOW" | On 8th Febr., 4 P.M. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH | "KWEIYANG" | On 8th Febr., 4 P.M. |
| SHANGHAI | "CHANGSHA" | On 10th Febr., 4 P.M. |
| MANILA | "KIUKIANG" | On 11th Febr., 4 P.M. |
| CEBU and ILOILO | "TEAN" | On 11th Febr., 4 P.M. |
| SHANGHAI | "KAIFONG" | On 15th Febr., 4 P.M. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight and Passage, apply to—

Hongkong, 5th February, 1908.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

| FOR | STAMEN | TO SAIL |
|---|-------------------|---------------------------------|
| YOKOHAMA and KOBE | "PRINZ SIGISMUND" | About Thursday, 6th Febr. |
| NAPLES, GENOA, ALGIERS, GBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN | "PRINZ HEINRICH" | Wed. 12th Febr., at Noon |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "GOEBEN" | About Wed. 12th Febr. |
| KUDAT and SANDAKAN | "BOENBO" | Middle of Feb. |
| MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE | "PRINZ SIGISMUND" | Thursday, 27th Febr., at 5 P.M. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHER & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th February, 1908.

HAMBURG-AMERIKA-LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also, via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD | HOMEWARD |
|-------------------------------|---------------------------------|
| FOR SHANGHAI, YOKOHAMA & KOBE | FOR ROTTERDAM, BREMEN & HAMBURG |
| S.S. BRASILIA | S.S. C. FELD. LARSEN |
| 5th Febr. | 5th Febr. |
| FOR SHANGHAI, YOKOHAMA & KOBE | FOR ROTTERDAM, BREMEN & HAMBURG |
| S.S. SAMBA | S.S. SAKONYA |
| 15th Febr. | 15th Febr. |
| FOR SHANGHAI, YOKOHAMA & KOBE | FOR ROTTERDAM, BREMEN & HAMBURG |
| HOHENSTAUFEN | S.S. SFEZIA |
| 21st Febr. | 24th Febr. |
| FOR SHANGHAI, YOKOHAMA & KOBE | FOR ROTTERDAM, BREMEN & HAMBURG |
| BELGRAVIA | S.S. AMBRIA |
| 5th March | 22nd Febr. |
| FOR SHANGHAI, YOKOHAMA & KOBE | FOR ROTTERDAM, BREMEN & HAMBURG |
| COAST SERVICE | S.S. RIENANIA |
| FOR CHONGKIANG & WUHU | 26th Febr. |
| On 10th February | |

For further Particulars, apply to

HAMBURG-AMERIKA-LINIE,
Hongkong Office.

Hongkong, 5th February, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | THE CO'S S.S. | LEAVING |
|-----------------------------------|----------------|----------------------------------|
| TAKAO VIA SWATOW, AMOY AND ANPING | "FUKUSHU MARU" | THURSDAY, 6th Febr., at Daylight |
| TAMUI VIA SWATOW | "JOSHIN MARU" | SUNDAY, 9th Febr., at 9 A.M. |

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1908.

T. ARIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STAMEN | FROM | EXPEDITION ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|------------|-------|------------------------|----------------|----------------------|
| TJEBODAS | JAPAN | First half of Febr. | JAVA PORTS | First half of Febr. |
| TJILATJAP. | JAPAN | First half of Febr. | JAVA PORTS | First half of Febr. |
| TJIPANAS | JAVA | Second half of Febr. | JAPAN | Second half of Febr. |
| TJIKINI | JAVA | Second half of Febr. | JAPAN | Second half of Febr. |
| TJIMAH | JAVA | Second half of Febr. | JAPAN | Second half of Febr. |
| TJILIWONG. | JAPAN | Second half of Febr. | JAVA PORTS | First half of March |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor.

Hongkong, 29th January, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 18, DES VEXES ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

Shipping in Port.

AMIGO, German str., 822, N. J. Baltzer, 18th Jan., 1908.

AVONHILL, British str., 2,597, Mair, 30th Jan., 1908.

CHINA, American str., 3,186, D. E. Friele, 1st Febr., 1908.

CHIFSHING, British str., 1,199, F. Mooney, 29th Jan., 1908.

EMPEROR OF JAPAN, British str., 3,038, H. Pybus, 13th Jan., 1908.

FUKUSHU MARU, Japanese str., 1,090, T. Ito, 1st Febr., 1908.

HAICHI, British str., 1,367, A. E. Hodgins, 1st Febr., 1908.

HANNO, French str., 742, Zerk, 31st Jan., 1908.

HILARY, German str., 1,850, H. Uecker, 22nd Jan., 1908.

HONGKONG, British str., 1,311, E. Forsyth, 11th Jan., 1908.

JAPAN, British str., 3,803, J. G. Olifant, 1st Febr., 1908.

KWANGTAI, Chinese str., 2,536, Wm. H. Luck, 31st Jan., 1908.

KWONGSANG, British str., 1,428, W. Palmer, 1st Febr., 1908.

MAISON, British str., 1,644, R. Houghton, 29th Jan., 1908.

MEERPO, Chinese str., 1,339, J. McArthur, 28th Jan., 1908.

NOEL, Norwegian str., 730, G. Harvoldsen, 14th Jan., 1908.

PERSEUS, British str., 2,744, A. Dixon, 11th Jan., 1908.

PHANANG, German str., 1,021, F. Boecking, 31st Jan., 1908.

PRONTO, Norwegian str., 883, T. Seeberg, 25th Jan., 1908.

SINGAN, British str., 1,046, F. Jamieson, 20th Jan., 1908.

STANDARD, Norwegian str., 891, H. N. Bull, 18th Jan., 1908.

SUNBAY, British str., 1,709, W. D. Welsh, 19th Jan., 1908.

TAIBAN, British str., 1,411, Laing, 23rd Jan., 1908.

TAMING, British str., 1,848, A. Sommerfeld, 31st Jan., 1908.

TINGSLING, British str., 1,400, E. M. Reynolds, 27th Jan., 1908.

TRIUMPH, German str., 689, Bondeisen, 30th Jan., 1908.

TAIKATA, German str., 396, O. Koch, 25th Jan., 1908.

VORWAERTS, German str., 643, B. Ohlsen, 29th Jan., 1908.

YUKUANG, British str., 1,128, P. H. Rolfe, 3rd Febr., 1908.

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YUKUANG, British str., 1,128, P. H. Rolfe, 3rd Febr., 1908.

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DIRECTORY AND CHRONICLE

FOR

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SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHERLANDS

INDIA, PHILIPPINES,

BORNEO, &c.

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THE CHINA DIRECTORY

AND

THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR

1908.

THE FORTY-SIXTH ANNUAL ISSUE

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Russian—S. Petersburg, 1891; Russian Land
Trade, 1891.

Portugal, 1888; Commercial Treaty, 1894.

ITALY—Protocol made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN

BANKS

BANKS

THE
YOKOHAMA SPECIE BANK
LIMITED.

INTERNATIONAL BANKING
CORPORATION.

JOINT STOCK SHARE.

VESSELS EXPECTED

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